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HAND-BOOK OF RAILROAD SECURITIES.
JULY, 1883.
—
DESCRIPTION; INCOME;
PRICES; DIVIDENDS.
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HAND-BOOK OF RAILROAD SECURITIES.

JULY, 1883.

DESCRIPTION ; INCOME ; PRICES ; DIVIDENDS.



OFFICE OF THE COMMERCIAL AND FINANCIAL CHRONICLE,

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RAILROAD SECURITIES.

DESCRIPTION OF STOCKS AND BONDS—INCOME OF COMPANIES.

The statistical information in the tables presented below is intended to apply to all railroad securities that are commonly sold in the markets of New York, Boston, Philadelphia, or Baltimore.

The first part of the table is simply a description of the stocks and bonds outstanding. The second part of the table gives the gross and net income of the railroads from all sources, but embracing such items only as properly belong to annual receipts, and not such items as the settlement of old accounts, cash from land sales, &c., &c. The column headed "net profits" is intended to show (as nearly as practicable) the actual net amount of yearly income applicable to the payment of interest and dividends. The mileage in each case refers to the miles operated at the close of the fiscal year.

RAILROAD COMPANIES—STOCKS, BONDS, AND INCOME.

DESCRIPTION.	Amount Outstand- ing.	Rate per Year.	Periods	Fiscal Year.	Miles Oper- ated.	Gross Receipts.	Net Profits.	REMARKS.
Albany & Susquehanna—	\$					\$	\$	
Stock	3,500,000	7	J. & J.	1878-79	177	1,218,237	558,268	Leased to Del. & Hud. Canal Co. at 7 per cent per annum on stock and interest on bonds. Of the consol. mort. \$3,000,000 are 7 per cents. These earnings are returned to N. Y. State Engineer.
1st mort. 1888	998,000	7	J. & J.	1879-80	199	1,534,483	652,789	
Alb. City loan (s. f. 1 p. et.) . 1895-97	1,000,000	6	M. & N.	1880-81	199	2,036,417	751,922	
2d mort. 1885	1,708,000	7	A. & O.	1881-82	209	2,274,014	853,844	
Consol. mort. (guar. D. & H.) 1906	6,000,000	6 & 7	A. & O.					

STOCKS, BONDS, AND INCOME.

DESCRIPTION.	Amount Outstand- ing.	Rate per Year.	Periods.	Fiscal Year.	Miles Oper- ated.	Gross Receipts.	Net Profits.	REMARKS
Allegheny Valley—	\$					\$	\$	
Stock	2,166,500	1879	260	1,745,317	761,836	This company is assisted by the Penna. and others. It falls short of earning interest liabilities. On the income bond interest any deficiency is made up by issue of bond scrip.
General mort., (Riv. Div.).....1896	4,000,000	7-30	J. & J.	1880	260	1,919,529	832,302	
Bonds to Pa. (end.), 2d M. East. Ext..	2,700,000	5	Jan.	1881	260	2,169,787	901,673	
1st M. East. ext., g'd by Pa. RR. 1910	10,000,000	7	A. & O.	1882	260	2,356,698	888,603	
Funding incomes.....1894	8,760,700	7	A. & O.					
Atchison Topeka & Santa Fe—								
Stock	56,913,200	6	Q.—F.	1879	1,167	6,512,182	2,671,792	Of the 1,820 miles operated at the close of 1882 the company owned 471 miles and leased 1,319 miles, most of the leased roads being practically owned. The K. C. Law. & So. stock is also owned, but the earnings and mileage of that road are not included. The gross receipts in the table include earnings and receipts from interest and rentals; the net profits are given less rentals paid. The income account for 1882 was as follows: <i>Receipts</i> —Net earn'gs \$6,110,549; rent'ls and interest, \$54,095; sundry credits, \$230,781; from U.S., &c., \$611,295; total income, \$7,006,720. <i>Disbursements</i> —rentals paid, \$824,859; interest on debt, \$1,122,346; dividends, \$3,324,793; rate of dividend, 6; sinking funds, \$170,525; sundry debits, \$486,334; total disbursements, \$5,928,857. Balance, surplus, \$1,077,863.
1st mort., gold.....1899	7,041,000	7	J. & J.	1880	1,539	8,556,976	3,318,416	
Land grant mort., gold.....1900	2,915,500	7	A. & O.	1881	1,789	12,584,509	3,746,443	
Consol. bonds, gold.....1903	108,500	7	A. & O.	1882	1,820	14,827,400	5,339,785	
Bonds, gold (secured by M.bds.), 1909	1,123,000	5	A. & O.					
S. F. bds. for K. C. L. & S. K., st'k, 1920	3,669,000	5	M. & S.					
S. F. bds. (secured by M. bonds). 1920	4,996,000	4½	A. & O.					
S. F. bds. (secured by M. bonds). 1911	6,450,000	6	J. & D.					
<i>Bonds guar. by Atch. T. & S. Fe—</i>								
P. & Ark. Val., 1st mort., gold.....1905	1,633,000	7	J. & J.					
P. & Ark. Val., 1st (& 2d on 148 m.) 1905	1,942,200	7	J. & J.					
Kan. C. Emp. & So., 1st mort.....1909	532,000	7	J. & J.					
Cow. Sum. & Ft. S., 1st mort.....1909	798,000	7	A. & O.					
Marion & McP., 1st mort.....1909	713,000	7	A. & O.					
Leav. Top. & Southwest. 1st M. 1911	690,000	4	J. & J.					
Sonora, 1st M., g. (\$20,000 p.m.) 1910	4,307,000	7	J. & J.					
Wich. & So. W., 1st M., gold.....1902	412,000	7	J. & J.					
<i>Bonds not guar. by A. T. & S. Fe—</i>								
K. C. Top. & W., 1st M., gold.....1905	854,000	7	J. & J.					
K. C. Top. & W., incomes.....1906	200,000	7	M. & S.					
Pl. Hill & De S., 1st M., gold.....1907	120,000	7	A. & O.					
Flor. El D. & W., 1st M., gold.....1907	310,000	7	A. & O.					
N. Mex. & So. P., 1st M., gold.....1909	4,125,000	7	A. & O.					
Atlanta & Charlotte Air-Line—								
Stock	1,700,000	5	M. & S.	1879	269	777,298	251,620	This road in 1881 was leased to Richm. & Dan. for \$462,000 per year. Earnings for 1881 are for only 9 months; for 1881-82 not reported separately.
New pref. mort.....1897	500,000	7	A. & O.	1880	269	951,688	364,138	
Mort. bonds.....1907	4,250,000	7	J. & J.	1881	269	744,618	180,536	
Incomes, reg. (not cum.).....1900	1,048,000	6	A. & O.					

STOCKS, BONDS, AND INCOME.

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DESCRIPTION,	Amount Outstand- ing.	Rate per Year.	Periods	Fiscal Year.	Miles Oper- ated.	Gross Receipts.	Net Profits.	REMARKS.
Atlantic & Pacific—	\$					\$	\$	
Stock (\$100,000,000 authorized).....	51,510,000	....	....					The West Div. is from near Albuquerque on
1st, g. S. F. (\$25,000 p. m. on W. D.) 1910	13,150,000	6	J. & J.					the At. Top. & S. Fe to a junction with So.
Incomes., non-cumulative 1910	8,287,000	6	A. & O.					Pac. of Cal. Land grant is 25,600 acres
1st, R.R. & l. gr. bds. on C. Div. 1891	1,189,500	6	M. & N.					per mile. The stock is nearly all owned
1st, l. gr., gold, on C. Div. 1901	796,629	6	At mat.					by At. Top. & S. F. and the St. Louis & San
New 1st M., road & lds., C. Div. 1922	312,000	6	M. & S.					Fr. companies. Has a 25 per cent traffic
New incomes, C. Div. (non-cum.) 1922	78,000	6	J. & D.					guar. from three companies.
Baltimore & Ohio—								
Common stock	14,792,566	10	M. & N.	1878-79	547	8,983,839	4,228,101	The Balt. & O. direct bonds of 1879 on Park-
Preferred stock	5,000,000	6	J. & J.	1879-80	547	11,350,541	5,051,039	ersburg Br'nc'h are secured by deposit of
Loan due in 1880, ext., pay at will...	579,500	4	J. & J.	1880-81	590	11,240,947	4,542,001	mort. on that road. The sterling mort. of
Loan of 1853	1,710,000	6	A. & O.	1881-82	590	10,678,666	4,424,846	'83 is for the purpose of constructing a
Loan of 1870, £800,000, skg. fd. 1895	2,457,588	6	M. & S.					lateral road from a point on its main line
Balt. loan, 1855, sinking fund .. 1890	2,575,000	6	J. & J.					from near Baltimore City to a point on
Sterling mort., sinking fund..... 1902	7,926,012	6	M. & S.					the northern boundary of Cecil Co., Md.,
Sterling mort., sinking fund 1910	8,727,790	6	M. & N.					to be known as the Philadelphia branch
For Connell R.R. (\$40,000 a yr.) 1900	680,000	6	J. & J.					of the Balt. & O. RR. These earnings are
Loan (s. fd. £7,500) on Chic. line. 1927	7,744,000	5	J. & D.					on the main stem and branches only.
Parkersburg Branch	3,000,000	6	A. & O.					The profit and loss account on Sept. 10,
Northwestern Va., 3d mort. 1885	140,000	6	J. & J.					1882, showed a nominal surplus balance
Bonds to State of Maryland..... 1888	366,000	6	J. & J.					of \$43,907,658.
Philadelphia Branch, sterling .. 1933	12,000,000	4½	A. & O.					
Belleville & Southern Illinois—								
Common stock	430,000	---	---	1879	71	565,602	275,851	This road is leased to St. L. Alt. & T. II. RR.
Preferred stock (8 p. c. non-cum.)....	1,275,000	5½	A. & O.	1880	121	729,078	367,765	Lease rental 40% of gross earnings up to
1st mort., (int. sink. fund guar.) 1896	1,053,000	8	A. & O.	1881	121	756,024	306,569	\$7,000 per mile, except on coal, &c.; 30%
Belleville & El Dorado—Stock.....	1,000,000	---	---	1882	121	875,458	406,921	above \$7,000 and up to \$14,000 per mile,
1st mort., interest guar. 1910	220,000	7	J. & J.					and 20% on any excess of \$14,000 per m.
2d mort. 1920	330,000	6	F. & A.					Rental for 1882, \$167,990.
Belvidere Delaware—								
Stock	994,000	---	---	1879	68	919,895	387,131	This road was leased to United Cos. and
1st mort., guar., extended 1902	1,000,000	6	J. & D.	1880	79	946,254	387,573	transferred to Penna. RR. Mar. 7, 1876, by
2d mort., guar. by C. & A. 1885	499,500	6	M. & S.	1881	79	1,190,610	479,793	which operated as their Belvidere Div.
3d mort., guar. by C. & A. 1887	745,000	6	F. & A.	1882	79	1,286,850	507,514	The rental is net earnings, but the 1st

STOCKS, BONDS, AND INCOME.

DESCRIPTION.	Amount Outstand- ing.	Rate per Year.	Periods	Fiscal Year.	Miles Oper- ated.	Gross Receipts.	Net Profits.	REMARKS.
Belvidere Delaware—(Continued)—	\$					\$	\$	
Consol. mort. 1916	1,200,000	7	J. & J.					2d and 3d bonds are guaranteed.
Boston & Albany—								
Stock	20,000,000	8	Q.—J.	1878-79	32	6,427,463	2,628,638	The main road from Boston to Albany is
Plain bonds, coup. or reg. 1892	5,000,000	7	F. & A.	1879-80	373	7,741,118	2,417,618	202 miles. The 5 per cent bonds of '82
Loan of 1875, coup. or reg. 1893	2,000,000	6	J. & J.	1880-81	373	7,875,285	2,111,873	were issued to the State of Mass. in ex-
Bonds to State of Massachusetts 1902	3,858,000	5	A. & O.	1881-82	369	7,790,372	2,114,381	change for 24,115 shares of stock.
Boston Concord & Montreal—								
Stock, common	459,600	....	....	1879-80	167	678,123	200,872	This company operates 167 miles. The
Stock, old preferred	800,000	6	M. & N.	1880-81	167	797,556	211,383	old preferred stock (\$800,000) has re-
Stock, new preferred	540,400	....	....	1881-82	167	901,906	233,745	ceived 3 per ct semi annually, amount-
Sinking fund bonds	624,000	6	J. & J.	1882-83	167	920,195	222,544	ing to \$48,000 a year. Neither the new
Consol. mort. (for \$2,000,000) .. 1893	1,932,400	6 & 7	A. & O.					pref. nor the old common stock has re-
Improvement mort. 1911	500,000	6	J. & J.					ceived dividends.
Boston & Lowell—								
Stock	3,792,000	5	J. & J.	1878-79	75	1,198,962	324,982	In Aug., 1881, a contract for joint running
Bonds of 1872	999,500	7	A. & O.	1879-80	75	1,399,316	418,406	arrangement was made with the Concord
Bonds of 1875	500,000	7	M. & S.	1880-81	75	1,872,656	450,579	RR., on basis of 40 per ct. of net earnings
Bonds of 1876	750,000	6	J. & J.	1881-82	87	2,085,622	520,537	to Concord RR. and 60 per ct. to B. & L.
Bonds of 1879	620,000	5	J. & J.					In 1879-80 and 1880-81 paid 4 per ct.;
Lowell & Lawrence bonds. 1897	200,000	6	A. & O.					in 1881-82, 4½, and first div. for 1883,
Salem & Lowell bonds. 1898	226,900	6	A. & O.					2½ p. c., being at rate of 5 p. c. pr. ann.
Boston & Maine—								
Stock	7,000,000	8	M. & N.	1878-79	203	2,238,821	796,866	In Mar., '83, it was voted to lease the East-
Bonds of 1873-4, coup. or reg. 1893-4	3,500,000	7	J. & J.	1879-80	203	2,532,652	934,434	ern of Mass. on certain terms, but the
				1880-81	207	2,687,516	953,232	matter was brought before the courts
				1881-82	207	2,850,730	833,676	and a temporary injunction obtained.
Boston & New York Air-Line—								
Common stock	830,300	....	....	1878-79	54	267,644	88,774	Formerly N. Hav. Middletown & Williman-
Pref. stock, dividend guar.	2,700,000	4	A. & O.	1879-80	54	286,892	145,053	tic. A lease was made to the N. Y. N.
1st mort. 1905	500,000	5	F. & A.	1880-81	54	282,533	131,399	Hav. & Hartf. in Oct., '82, for 99 yrs. for
				1881-82	54	297,291	174,066	int. on bonds and 4 per ct. on pref. stock.
Boston & Providence—								
Stock	4,000,000	8	M. & N.	1878-79	64	1,178,238	384,625	Owens from Boston, Mass., to Providence, R.
Bonds for branches, cp. or reg. 1893	500,000	7	J. & J.	1879-80	64	1,304,520	355,748	I., 41 miles; branches, 20; leased, Attle-

STOCKS, BONDS, AND INCOME.

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DESCRIPTION.	Amount Outstand- ing.	Rate per Year.	Periods	Fiscal Year.	Miles Oper- ated.	Gross Receipts.	Net Profits.	REMARKS.
Boston & Providence—(Continued)—	\$					\$	\$	
				1880-81	68	1,419,313	395,403	borough to North Attleborough, 4; total operated, 68 miles.
				1881-82	68	1,581,839	352,330	
Boston Revere Beach & Lynn—								
Stock	488,800	6	J. & J.	1878-79	9	133,430	384,625	This road from E. Boston to Lynn has a total capital account of \$944,216. In 1881-82 had net receipts of \$46,990 and int. and divs. paid amounted to \$49,638.
1st mort. ....1897	350,000	6	J. & J.	1879-80	9	155,888	47,341	
				1880-81	9	164,388	47,355	
				1881-82	9	171,868	46,990	
Bradford Bordell & Kinzua—								
Stock	500,000	....	....	1880	18	78,027	46,419	Road opened June 7, 1880, and earnings from that date. No report for 1882.
1st mort. ....1932	500,000	6	J. & D.	1881	29	160,773	64,624	
Bradford Eldred & Cuba—								
Stock	500,000	....	....	No report of earnings.				Eldred, Pa., to Bolivar & Wellsville, N.Y., and branches, 54 miles. No report.
1st mort. ....1932	500,000	6	J. & J.					
Brooklyn & Montauk—								
Stock, common.	900,000	....	....	Earn'gs	not	separately	reported.	This was the So. Side RR. of L. I. Leased to L. I. RR for 50 years at 25 p. ct of net earnings of whole L. I. RR. system. No rental yet paid.
Stock, pref., 7 % non-cumulative.	1,100,000	....	....			
South Side, 1st mort. ....1887	750,000	7	M. & S.					
New M., gold (\$1,000,000), guar. ....1911	250,000	6	M. & S.					
Buffalo New York & Erie—								
Stock	950,000	7	J. & D.	Earn'gs	not	separately	reported.	Leased by N. Y. L E. & W. Co. Rental \$238,100—viz., 7 p. c. on stock & bonds.
1st mort. ....1916	2,380,000	7	J. & D.					
Buffalo New York & Philadelphia—								
Common stock	13,000,000	....	....	1878-79	121	954,682	380,355	This was a consolidation in Feb., 1883, of the Buffalo N. Y. & Philadelphia, the Buffalo Pittsburg & Western and the Oil City & Chicago. Mileage in all, 657 miles. The consolidated mortgage is for \$11,000,000, of which \$4,000,000 is re- served for prior liens, and it covers 205 miles of new road and the old 121 miles, and 16,000 acres of coal lands owned by the Buff. Coal Co. The earn'gs are given as made on both r'ds prior to consolid'n.
Preferred stock	6,000,000	11½	June, '83	1879-80	121	1,031,347	343,923	
1st mort., gold. ....1896	3,000,000	6	J. & J.	1880-81	121	1,142,214	507,718	
2d mort. ....1908	1,000,000	7	Q.—M.	1881-82	187	1,677,390	867,495	
Consol. 1st mort., gold. ....1921	7,000,000	6	J. & J.					
Trnst M., gold (sec'd by collat.). 192	1,200,000	6	M. & N.					
Buffalo Pittsburg & Western—								
Mort. (for \$7,500,000), coup. ....1921	4,003,000	6	A. & O.	1879	112	467,135	190,330	
1st mort. (W. & F.) ....1896	1,500,000	7	F. & A.	1880	156	573,604	268,524	
1st mort. (Oil Creek) extend'd. ....1912	573,000	6	A. & O.	1881	198	685,679	272,160	
1st mort. (Un. & Titusv.) ....1890	500,000	7	J. & J.	1882	261	895,475	441,089	

STOCKS, BONDS, AND INCOME.

DESCRIPTION.	Amount Outstand- ing.	Rate per Year.	Periods	Fiscal Year.	Miles Oper- ated.	Gross Receipts.	Net Profits.	REMARKS.
Buff. N. Y. & Philadelphia— <i>Contin'd</i> — B.P. & W., 2d mort. (Pitts. T. & B.). 1896	\$ 924,000	7	F. & A.			\$	\$	Since consolidation no report of earnings made.
Oil City & Chic., 1st M., g. guar. 1922	1,600,000	6	J. & J.					
Buffalo & Southwestern— Common stock	471,900	----	----					In July, 1880, leased to N. Y. L. E. & W. for 99 years, at 35 per ct. of gross earnings, but interest guar. No report of earnings.
Preferred stock	471,900	----	----	Earn'gs	not	separately	reported.	
1st mort., gold. 1908	1,500,000	6	J. & D.					
Burlington Cedar Rapids & North'n— Stock	5,500,000	----	----	1878-79	435	1,410,360	459,702	Bonds of the C. Rap. Ia. Falls & Northwest'n road are endorsed (on the bonds); the 6 per ct. bonds are redeemable at 105 after Oct. 1, 1890. Of the 5 per cts. \$825,000 are reserved to retire the 6 per cents.
1st mort. 1906	6,500,000	5	J. & D.	1880	563	2,053,481	748,277	
Ia. City & W., 1st M., gold, guar. 1909	584,000	7	M. & S.	1881	644	2,318,226	691,376	
C.R. I.F. & N.W., 1st M., g'd, guar. 1920	825,000	6	A. & O.	1882	713	2,878,739	995,058	
Do. 1st m. (2d on 55 m.), guar. 1921	1,905,000	5	A. & O.					
California Southern— Stock	3,300,000	----	----					This road from San Diego, Cal., to Colton, Cal., was built by Boston capitalists.
1st mort. (\$25,000 per mile) 1922	3,300,000	6	J. & J.					
Camden & Atlantic— Common stock	377,400	3	In 1882	1879	67	495,472	179,529	From Camden, N. J., to Absecom Inlet, 60 miles; Penn Ave. to So. Atlantic, 6; Had-donfield to Medford, 12; total, 78 miles. In 1882, 4 per ct. was paid on pref. and 3 on common.
Pref. 7 per cent	880,650	4	In 1882	1880	67	498,838	127,211	
1st mort., extended. 1893	490,000	7	J. & J.	1881	72	512,880	131,000	
2d mort., extended. 1904	497,000	6	A. & O.	1882	72	550,406	190,322	
Consol. mort. 1911	225,000	6	J. & J.					
Camden & Burlington County— Stock	381,925	6	J. & J.	1879	32	135,218	52,521	Leased to Cam. & Am. and now operated by the Penna. RR., lessees. Rental \$14,415, giving 6 per cent on stock and bonds.
1st mort. 1897	350,000	6	F. & A.	1880	30	138,987	45,541	
				1881	30	173,779	67,713	
				1882	30	185,267	63,302	
Canada Southern— Stock	15,000,000	2	Aug. '83	1879	467	2,995,365	547,275	Int. on 1st M. is guar. by N. Y. Cent. for 20 yrs., but not the principal. A contract with Mich. Central Jan. 1, 1883, gives 1/3 of total net profits to this company.
1st M., int. guar. by N. Y. C. & H. 1908	13,802,937	5	J. & J.	1880	404	3,785,580	1,340,939	
2d mort. in 1883 (for \$6,000,000)	(1)	----	----	1881	404	3,378,917	617,921	
				1882	404	3,428,969	830,731	
Canadian Pacific— Stock authorized, \$100,000,000.	55,000,000	----	----					Compl'd 1,750 m. Prior liens, \$5,423,333. L'ds, 25,000,000 ac.; subs'y, \$25,000,000.
Land mort. (not a lien on road)	16,228,000	6	A. & O.					

STOCKS, BONDS, AND INCOME.

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DESCRIPTION.	Amount Outstand- ing.	Rate per Year.	Periods	Fiscal Year.	Miles Oper- ated.	Gross Receipts.	Net Profits.	REMARKS.
Carolina Central—	\$					\$	\$	
Stock	1,500,000	----	----	1879-80	242	466,519	177,455	Defaulted, and Receiver placed in possession Apr. 5, '76. Sold in foreclosure May 31, 1880. The stock of \$1,500,000 was placed for 5 years in the hands of the Reorganization Committee.
1st mort., gold, coup. or reg. 1920	2,000,000	6	J. & J.	1880-81	242	564,028	240,367	
2d M., g'd, income, reg., not cum. 1915	1,500,000	6	J. & J.	1881-82	254	603,875	72,812	
3d M., g'd, income, reg., not cum. 1910	1,500,000	6	A. & O.	1882-83	254	596,329	168,471	
Wilm. Br. bds., guar. by C.C. '84 to '88	200,000	7	A. & O.					
Catawissa—								
Common stock	1,159,500	----	----	1879	114	582,196	365,235	Leased from Nov. 1, 1872, for 999 years to Phil. & Read. Rental, 30 p. ct. of gross earnings, plus \$8,000 a yr.; rental here given as profits. Funded debt assumed by lessees. 7 per cent guar. on pref. stocks.
New preferred, dividend guar.	1,000,000	7	M. & N.	1880	117	726,192	365,235	
Old preferred, dividend guar.	2,200,000	7	M. & N.	1881	121	882,237	365,235	
Chattel mort. bonds 1888-1900	209,850	5&10	Various	1882	125	1,011,886	364,659	
New mort. 1900	1,300,000	7	F. & A.					
Cedar Falls & Minnesota—								
Stock	1,585,500	----	----	1879	76	114,076	Rental	Leased to Dub. & S. City till 1907, at \$1,500 per mile as a minimum. The Dub. & S. C. is leased to Ill. Central till 1887.
Bonds on 1st div., sinking fund. 1884	210,000	7	A. & O.	1880	76	115,970	each year	
Bonds on 2d div., sinking fund. 1907	1,377,000	7	J. & J.	1881	76	120,216	was	
				1882	76	142,751	114,000	
Cedar Rapids & Missouri River—								
Common stock	6,850,400	6	Q.—F.	1879-80	275	2,742,742	767,756	Leased to and operated by Ch. & Northw. Rental, \$700 of the first \$1,500 of gross earnings per mile; 33 $\frac{1}{3}$ p. c. of the next \$3,000 per m., and 20 p. c. if any excess over \$4,500. Net here given is the rental.
Pref. stock	769,600	7	F. & A.	1880-81	275	2,981,714	815,550	
1st mort. 1891	700,000	7	F. & A.	1881-82	275	3,472,261	913,660	
1st mort. 1894	582,000	7	F. & A.	1882-83	275	3,177,192	854,646	
1st mort. 1916	2,332,000	7	M. & N.					
Central Branch Union Pacific—								
Stock	1,000,000	----	----	1880	362	897,630	280,023	Owns from Atchison, Kan., to Waterville, Kan., 100 miles; leased Atch. Colorado & Pac., 252 miles, Atch. Jewell Co. & West., 34 miles; total, 386 miles. This was formerly the Atch. & Pike's P'k RR. The Union Pacific holds \$900,000 of the stock, but road is operated by Mo. Pac., Rental of leased roads has not been deducted here from profits.
1st mort., gold 1895	1,600,000	6	M. & N.	1881	388	976,791	328,546	
Fund. int. bds. (coups. held in trust) '95	629,000	7	M. & N.	1882	388	1,014,045	441,298	
2d mort., Gov't subsidy. 1896-7-8	1,600,000	6	J. & J.					
Atchison Colorado & Pacific—								
Stock	1,377,000	----	----					
1st mort., guar. 1905	3,672,000	6	Q.—F.					
Atchison Jewell Co. & Western—								
Stock	£04,000	----	----					
1st mort., guar. by C. Br. U. P. 1905	542,000	6	Q.—F.					

STOCKS, BONDS, AND INCOME.

DESCRIPTION.	Amount Outstand- ing.	Rate per Year.	Periods	Fiscal Year.	Miles Oper- ated.	Gross Receipts.	Net Profits.	REMARKS.
Central Iowa—	\$					\$	\$	
Common stock	9,100,000	----	----	1879	190	783,446	235,800	This comp'y was organized under its pres- ent title, June 18, '79, after foreclosure sale under 1st M. July 18, '77. In Feb., '80 the income bds. were issued to 1st mort. bondholders in paym't of four years' net earn. due them. Exps. incl. renewals.
Pref. stock	907,000	----	----	1880	190	962,075	341,298	
2d pref. stock	1,167,800	----	----	1881	290	1,001,366	289,625	
1st mort. 1899	3,700,000	7	J. & J.	1882	290	1,209,10	124,484	
Incomes, "debt cer.s.," 3 m'ths notice	629,000	7	A. & O.					
1st mort. on branches, gold..... 1912	1,200,000	6	A. & O.					
1st mort. on C. B. & Pac. 1912	1,475,000	6	A. & O.					
Central of New Jersey—								
Stock	18,563,200	----	----	1880	544	9,095,300	106,582	The road owned and leased in N. J. is about 364 miles and in Penn 193 miles. In Feb., 1877, receiver took possession. In May, 1883, receiver was discharged, and road leased to Phila. & Reading at 6 per cent on stock. Reports have been meagre. The net profits here are the surplus over <i>interest and rentals</i> (not including any inter'st on income bonds).
Mort. of 1869..... 1890	5,000,000	7	F. & A.	1881	557	10,927,593	602,655	
Bonds (conv. 1875 to 1877) 1902	1,400,000	7	M. & N.	1882	557	11,312,296	597,276	
Consol. mort. for \$25,000,000.... 1899	15,000,000	7	Q.—J.					
Incomes, reg. (non-cumulative) 1908	2,450,000	7	M. & N.					
Newark & New York, 1st mort. 1887	600,000	7	J. & J.					
Leh. & W. Co., prior liens..... 1900	4,720,000	6 & 7	----					
Leh. & W. Co., consol mort. 1900	11,500,000	7	Q.—M.					
Leh. & W. Co., inc. reg (non-cum.) 1888	3,553,000	7	M. & N.					
Am. Dock & Imp. mort., guar. 1921	5,000,000	5	J. & J.					
Adjustm't mort. (redcem at will) 1903	5,500,000	7	M. & N.					
Central Ohio—								
Common stock	2,437,950	6	J. & J.	1879-80	137	1,003,565	311,454	Leased to Balt. & Ohio, till Dec. 1, 1926. Rental, 35 per ct. of gross earnings. In 1881-82 rental \$345,790.
Pref. stock	411,550	6	J. & J.	1880-81	137	1,006,025	228,267	
1st mort. bonds..... 1890	2,500,000	6	M. & S.	1881-82	137	987,401	314,932	
Central Pacific—								
Stock	59,275,500	6	F. & A.	1879	2,360	17,153,163	5,946,434	Milage includes Southern Pacific of Cal., Arizona, &c., leased. The income acc't for 1882 was as follows: Receipts—Net earnings, \$3,560,991; int. on sink funds, \$281,260; land grant bonds redeemed, \$711,000; miscellaneous, \$20,485; to- tal income, \$9,573,736. Disbursements— Interest on debt, \$3,443,413; dividends, \$3,556,530; rate, 6 per cent; total dis- bursements, \$6,999,943. Balance, sur-
1st M., gold (2 sk. fds. \$50,000 ea.) '95-8	25,883,000	6	J. & J.	1880	2,657	20,508,113	7,634,504	
Cal. State Aid, gold (skg. fd. \$50,000) '84	1,500,000	7	J. & J.	1881	2,866	24,094,100	9,514,673	
1st San J. Val. Br. g. (s.f. \$50,000) 1900	6,080,000	6	A. & O.	1882	3,291	25,662,757	8,560,991	
U.S. loan (2d lien on cert. terms) '95-98	25,885,000	6	J. & J.					
West. Pac., 1st M., gold (s.f. \$25,000) '99	2,623,000	6	J. & J.					
West. Pac., Government lien.... 1899	1,970,000	6	J. & J.					
Cal. & O., 1st g., guar. (s.f. \$100,000) '88	6,000,000	6	J. & J.					
Cent. Pac., mort. on C. & O. Br. 1892	2,080,000	6	J. & J.					
San Fr. O. & A., 1st (s.f. \$100,000) 1890	687,000	8	J. & J.					

STOCKS, BONDS, AND INCOME.

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DESCRIPTION.	Amount Outstand- ing.	Rate per Year.	Periods	Fiscal Year.	Miles Oper- ated.	Gross Receipts.	Net Profits.	REMARKS.
Central Pacific—(Continued)—	\$					\$	\$	
Land grant mort. bonds.....1890	5,219,000	6	A. & O.					plus, \$2,573,792. The sinking funds
Incomes (\$6,000,000) s.f.10%....1888	3,285,000	8	M. & N.					amounted Jan. 1, 1883 to \$5,844,417.
Charleston & Savannah—								
Stock.....	1,000,000	....	....	1878-79	111	216,373	27,420	Savannah, Ga., to Charleston, S.C., 104 m.;
1st mort. C. & S., guar.....1877	505,000	6	M. & S.	1879-80	115	259,227	43,967	Ashley Riv. branches, 4 m.; total, 108 m.
Fund. int. bonds, S. & C. RR., guar.1899	111,800	7	M. & S.	1880-81	115	301,570	def. 11,310	The Sav. & Chas. was sold in foreclosure
1st mort., Sav. & Charlest'n RR.1889	500,000	7	J. & J.	1881-82	115	364,799	def. 38,299	June 7, 1880, and reorganized.
Charlotte Columbia & Augusta—								
Stock.....	2,578,000	....	....	1878-79	195	478,499	232,670	From Charlotte, N. C., to Augusta, Ga.,
1st mort., consol.....1895	2,000,000	7	J. & J.	1879-80	191	541,116	184,567	191 m. Leases Atlan. Teun. & O. road,
2d mort., consol.....1910	500,000	7	A. & O.	1880-81	191	626,919	230,981	Charlotte to Statesville, 47 m. Under
Columbia & Augusta, bonds.... 1890	189,500	7	J. & J.	1881-82	191	601,625	181,993	control of Richm. & Danv. since 1878.
Chartiers Valley—								
Stock.....	647,850	....	....	1879	23	84,660	30,596	Leased for 99 years from Jan. 1, 1872, to
1st mort.....1901	500,000	7	A. & O.	1880	23	93,733	31,730	the Pittsburg Cincinnati & St. Louis;
				1881	23	110,031	38,218	the rental is net earnings.
				1882	23	120,022	29,553	
Chesapeake & Ohio—								
Common stock.....	15,906,138	....	....	1878-79	437	1,891,542	384,209	The "B" bonds take int. in 1882-3 at 4 p. c.
1st pref. stock.....	7,922,803	....	....	1879-80	437	2,514,245	569,227	cash and 2 p. ct. in stock, and thereafter
2d pref. stock.....	8,492,164	....	....	1881	503	2,705,343	437,940	all cash. The 2d M. cur'y b'ds till July
Purchase money funding bonds.1898	2,350,000	6	J. & J.	1882	520	3,334,976	1,022,528	'84, take int. in 2d pref. stock, then for
1st mort., gold, "A".....1908	2,000,000	6	A. & O.					two years partly stock and partly cash,
1st mort., gold, "B".....1908	15,000,000	6	M. & N.					then all cash, if the earn's are sufficient;
2d mort., cur.(int.in st'k or cash)1918	10,122,500	6	J. & J.					but "all int. not paid in cash to be paid
1st mort., gold, Peninsula ext....1911	2,000,000	6	A. & O.					in 2d pref. stock." Prior to 1882 large im-
1st mort., gold, on extension....1922	500,000	6	J. & D.					provements were charged to op. expen's.
Chesapeake Ohio & Southwestern—								
Stock, com., authorized.....	6,300,000	....	....	1881	350	789,183	158,826	From Louisville, Ky., via Paducah to Mem-
Stock, pref., authorized.....	3,500,000	....	....	1882	338	1,027,598	252,255	phis, Tenn., 396 m. Forms the western
1st mort., gold(\$19,000 per mile)1911	7,356,000	5-6	....					connection of Ches. & O. and the Lex. &
2d mort. (\$11,000 per mile).....1911	4,356,000	6	F. & A.					Big S. Leases the Cecilian Br. of Louis.
Pad. & Elizab., 1st mort.....1897	500,000	6-8	F. & A.					& Nashv., with option of purchasing it.

STOCKS, BONDS, AND INCOME.

DESCRIPTION.	Amount Outstand- ing.	Rate per Year.	Periods	Fiscal Year.	Miles Oper- ated.	Gross Receipts.	Net Profits.	REMARKS.
Cheshire—	\$					\$	\$	
Common stock	53,300	----	----	1878-79	64	503,049	106,444	Owns from South Ashburnham, Mass., to Bellows Falls, Vt., 54 miles; leased, Monadnock RR., 16 miles; and 10 miles Vt. & Mass.
Pref. stock	2,100,000	3	J. & J.	1879-80	64	602,751	113,598	
Bonds, not mortgage.....1896-98	800,000	6	J. & J.	1880-81	80	622,595	84,410	
				1881-82	80	625,075	113,953	
Chicago & Alton—								
Common stock	12,504,600	8	M. & S.	1879	840	5,788,677	2,171,647	Income account in 1881 & '82 as follows.
Pref. stock	2,425,400	8	M. & S.	1880	840	7,956,730	3,115,920	
General mort. for £900,000.....1903	4,379,850	6	J. & J.	1881	846	7,864,531	3,187,847	Total income ....\$3,714,818 \$4,062,160
1st mort.....1893	2,383,000	7	J. & J.	1882	850	8,548,041	3,492,273	
St. L. J. & C., 1st mort.....1894	2,365,000	7	A. & O.					Rentals paid ....\$1,096,995 \$1,127,534
St. L. J. & C., 1st M., end. by C. & A. 1894	564,000	7	A. & O.					Construction..... 431,644 71,222
St. L. J. & C., 2d M., end. by C. & A. 1898	188,000	7	J. & J.					Interest on debt . 762,001 761,122
St. L. J. & C., 2d M. ....1898	360,000	7	J. & J.					Taxes..... 171,662 198,621
La. & Mo. Riv., 1st mort.....1900	1,854,000	7	F. & A.					Dividends..... 1,077,976 1,083,080
2d M., int. g'd by C. & A. ....1900	300,000	7	M. & N.					Miscellaneous.... 232,510 97,940
Bds. for K. City line (s.f.\$60,000)1903	2,805,000	6	M. & N.					Jol. & C. bds. red'd 306,000
Miss. Riv. Bridge, 1st M., gold..1912	700,000	6	A. & O.					Tot. disbursements \$3,772,788 \$3,645,518
Chicago & Atlantic—								
Stock	10,000,000	----	----					This is the Erie's Chicago connection, from Marion, O., to Chicago, 257 miles.
1st mort., gold (\$25,000 per m.)1920	6,500,000	6	M. & N.					
Chicago Burlington & Quincy—								
Stock	69,814,191	8	Q.—M.	1879	1,857	14,817,105	7,260,039	The mileage of 1882 does not include the Han. & St. Joseph, of which control was purchased in April, 1883; nor do the statistics as given in the table include the receipts from the Burlington & Mis- souri land grant. The income account was as follows:
Consol. mort. (for \$30,000,000) 1903	13,986,000	7	J. & J.	1880	2,772	20,492,047	10,687,553	
Trust mort. on Ia. lines.....1919	11,496,000	4 & 5	A. & O.	1881	2,924	21,324,150	10,257,639	
Bonds, Denv. Ext. (bds. pledged)1922	7,968,000	4	F. & A.	1882	3,229	22,003,304	10,719,341	
Plain bds. for K.C.St.J. & C.B.stk.1921	4,300,000	4	M. & S.					
Bonds for Han. & St. Jo. stock . 1913	(?)	5	M. & N.					
Northern Cross RR., 2d M., gold.1890	591,000	4	J. & J.					
Trust mort. (Burl. to Peoria)....1890	653,000	7	A. & O.					
Plain bonds, coup. or reg.....1896	545,500	7	J. & J.					
Bonds of '75 (s.f.\$13,860 per yr.)1895	378,000	5	J. & D.					
Dixon P. & Han., 1st M., cp. or reg.'89	545,500	8	J. & J.					
Ot.Os. & F.Riv., 1st M., cp. or reg..1900	1,076,000	8	J. & J.					
Ill. Gr. Trunk, 1st M., cp. or reg.1890	890,500	8	A. & O.					Total income.....11,920,230 12,664,688

STOCKS, BONDS, AND INCOME.

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DESCRIPTION.	Amount Outstand- ing.	Rate per Year.	Periods	Fiscal Year.	Miles Oper- ated.	Gross Receipts.	Net Profits.	REMARKS.
Chic. Burl. & Quincy—(Continued)—	\$					\$	\$	
Quincy & War. 1st. coup. or reg. 1890	720,000	8	J. & J.					1881. 1882.
Bds St.L.R.I.&C.(s.f.\$50,000)cp.1901	2,325,000	5	A. & O.					<i>Disbursements—</i> \$ \$
Quincy Alt. & St. L., 1st., guar. 1896	840,000	5	F. & A.					Rentals paid 310,668 148,771
B. & M. R., 1st on road & land. 1893	4,182,050	7	A. & O.					Interest on debt.. 3,430,454 3,883,789
1st on Br.(5th ser.), cp. or reg. 1894	74,000	8	J. & J.					Taxes 492,154 615,622
Conv. bds.(6th ser.), cp.or reg. 1889	159,560	8	J. & J.					Dividends..... 4,349,246 5,023,599
Consol. mort. for \$14,000,000.1918	11,441,200	6	J. & J.					Carried to s. fd... 687,246 631,443
Om. & So.W., 1st mort., guar. 1896	710,000	8	J. & D.					Transferred to re- newal fund..... 1,000,000 750,000
Bonds,s.f.,for At.&Neb.RR stk1910	3,347,000	4	A. & O.					
Neb. consol. mort., guar. ....1896	560,000	7	A. & O.					Tot. disbursem'ts.10,269,808 11,053,224
Republican Valley bonds. ....1919	939,000	6	J. & J.					Balance, surplus. 1,650,422 1,611,464
Atch. & Neb., 1st mort. ....1908	1,125,000	7	M. & S.					
Lincoln & Northwest. RR. bds..1910	600,000	7	J. & J.					
Kan.C St.J.& C.Bluffs mort. ....1907	4,495,522	7	J. & J.					
Kan.C.St.J.& C.Bluffs, incomes. 1907	2,488,174	6	A. & O.					
Chicago & Eastern Illinois—								
Stock	3,000,000	....	....	1878-79	152	831,899	222,881	The Chic. Dan. & Vin. was foreclosed Feb.
1st M., cp. (s. f. \$20,000 aft. '85)1907	3,000,000	6	J. & D.	1879-80	207	1,138,285	282,803	7, 1877. In March, 1882, the U. S. Su-
2d, incomes (non-cumulative)....1907	767,000	7	Dec.	1880-81	214	1,289,237	338,311	preme Court reversed the decree, and
C. & E. Ill. extension, 1st mort. ....1931	250,000	6	J. & D.	1881-82	258	1,692,267	493,891	the case was remanded and is yet pend-
Dan. & Gr. Cr. RR., 1st M., guar. 1920	250,000	6	M. & N.					ing. In 1880-'81 earn'gs are for 10 mos.
Chicago Iowa & Nebraska—								
Stock	3,916,200	8	J. & J.	1878-79	82	1,322,680	495,104	Leased to Gal. & Ch. Un. at 37½ per ct. of
3d mort. (now 1st)..... 1894	211,000	7	F. & A.	1879-80	82	1,513,239	537,200	gross and now oper. by Ch. & N.W.; max.
				1880-81	82	1,335,506	500,518	rental by subsequent agreement not to
				1881-82	82	.....	500,000	exceed \$500,000; rent here given as net.
Chicago Milwaukee & St. Paul—								
Common stock	30,904,261	7	A. & O.	1879	2,359	10,087,336	4,613,542	The preference of the pref. stock is a prior
Preferred stock	16,510,983	7	A. & O.	1880	3,775	13,410,417	5,667,992	right to a non-cumulative dividend of
Consol. mort. (for \$35,000,000).1905	11,083,000	7	J. & J.	1881	4,217	17,660,769	7,342,838	not exceeding 7 per cent from net earn-
1st mort. (Lacrosse Div.).....1893	5,279,000	7	J. & J.	1882	4,520	21,010,540	8,821,467	ings. After payment of 7 on preferred
2d mort. (Lacrosse Div.) .....1884	387,000	7	A. & O.					and 7 on common, both classes share
1st mort. (Iowa & Minn.).....1897	3,201,000	7	J. & J.					<i>pro rata</i> . The income account was as
1st mort. (Minn. Central) .....1894	123,000	7	J. & J.					follows in 1881 and 1882:

STOCKS, BONDS, AND INCOME.

DESCRIPTION.	Amount Outstand- ing.	Rate per Year.	Periods	Fiscal Year.	Miles Oper- ated.	Gross Receipts.	Net Profits.	REMARKS.
Chic. Mil. & St. Paul—(Continued)—	\$					\$	\$	
1st mort. (Iowa & Dakota).....1899	541,000	7	J. & J.					1881. 1882.
1st Ia. & D. ext. (\$15,000 per m.) 1908	3,505,000	7	J. & J.					\$ \$
1st mort. (Prairie du Chien).....1898	3,674,000	8	F. & A.					Receipts.
2d mort. (Prairie du Chien).....1898	1,241,000	7-3	F. & A.					Net earnings.... 6,707,530 8,200,653
Milwaukee & Western.....1891	215,000	7	J. & J.					Other receipts... 635,303 623,814
St. P. & C., 1st (Riv. D.) \$ & £ (conv.) 1902	3,805,000	7	J. & J.					Total income.. 7,342,838 8,824,467
1st mort., Hastings & Dakota... 1902	89,000	7	J. & J.					Disbursements.
1st mort., Chic. & Mil. line.....1903	2,393,000	7	J. & J.					Interest on debt. 4,127,389 4,786,054
Bds. on L. & Dav. Div., for D. & N.. 1919	2,500,000	5	J. & J.					Divs. on pref. st'k 887,424 1,032,744
1st M. on S. W. Div. West. Un. RR. 1909	4,000,000	6	J. & J.					Rate of dividend. 7 7
1st on C. & P. Div., Chic. to Miss. R. 1910	3,000,000	6	J. & J.					Divs. on com. st'k 1,078,298 1,428,298
1st on So. Minn. Div. (\$9,000,000) 1910	7,432,000	6	J. & J.					Rate of dividend. 7 7
Land grant incomes.....1890	278,000	7	J. & J.					Miscellaneous... 3,550,974
Land grant and incomes.....1890	1,600,000	7	J. & J.					
1st mort. on Hast. & Dak. Div. ext. 1910	5,290,000	7	J. & J.					Total disburs'ts 6,093,111 10,798,070
1st M. on Chic. Clint. Dub. & M.... 1920	6,710,000	6	J. & J.					Balance..... surp. 1,249,727 df. 1973,603
1st mort. on Wis. Val. RR.....1920	1,700,000	6	J. & J.					
Prior mort. on Wis. Val. RR.... 1909	1,106,500	7	J. & J.					The lands (except about 100,000 acres)
1st mort., Mineral Point Div.... 1910	2,840,000	5	J. & J.					were sold out in 1882. Of the \$6,710,-
1st mort., Chic. & L. Sup. Div.... 1921	1,360,000	5	J. & J.					000 Chic. Cl. Dub. & M. bonds \$700,000
1st mort., Wis. & Minn. Div.... 1921	3,335,000	5	J. & J.					are held in trust.
1st mort., g., on C. & Pac., W. Div. 1921	14,380,000	5	J. & J.					
Dubuque Southwest., 1st mort.. 1883	64,000	7	A. & O.					
Chicago & Northwestern—								
Common stock.....	26,502,755	7	J. & D.	1878-79	2,154	14,580,921	5,668,551	The sinking fund bonds of 1929 are se-
Preferred stock.....	22,210,844	8	Q—M.	1879-80	2,512	17,349,349	7,509,747	cured by a deposit of mortgage bonds.
Bonds, pf. (s.f.), 1st, Chic. to Oshk 1885	971,400	7	F. & A.	1880-81	2,778	19,334,072	7,523,519	on new roads built or acquired, at
Int. bds., fd. ep., 2d, Chic. to Oshk. 1883	676,300	7	M. & N.	1881-82	3,278	23,684,656	9,475,404	\$15,000 per mile. In Dec., 1882, a con-
1st M., gen'l, 3d M., Chic. to Oshk. 1885	3,440,300	7	F. & A.					trolling interest was acquired in the
1st M. (Pekin RR.) on r'ds & lands 1898	256,000	7	M. & S.					Chic. St. P. Minneapolis & Omaha Co.,
Consol. sinking fund mort..... 1915	6,890,000	7	Q—F.					and in April, 1884, the \$10,000,000 de-
Mad. extens'n, 1st M., s.f.d., gold. 1911	3,019,500	7	A. & O.					benture bonds were issued to pay for
Chicago & Mil., 1st mort..... 1898	1,700,000	7	J. & J.					the stock. Pref. stock has prior right to
Menominee Riv., 1st mort., guar. 1906	560,000	7	J. & J.					7 per ct.; then com. entitled to 7; then

STOCKS, BONDS, AND INCOME.

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DESCRIPTION.	Amount Outstand- ing.	Rate per Year.	Periods	Fiscal Year.	Miles Oper- ated.	Gross Receipts.	Net Profits.	REMARKS.
Chicago & Northwestern—(Contin'd)—	\$					\$	\$	
Menominee exten., 1st mort., gold 1911	2,586,500	7	J. & D.					pref. has a further prior right to 3 per cent; then com. to 3; then both classes share. The lands sold in 1881-82 were 158,613 acres; consideration \$883,126; land notes on hand, \$777,030; lands unsold, 1,824,421 acres. The income account was as follows: <div>1880-81. 1881-82.</div> <div>Receipts—\$ \$</div> <div>Net earnings..... 8,508,251 11,045,022</div> <div>Disbursements—\$ \$</div> <div>Rentals paid..... 1,384,732 1,569,618</div> <div>Interest on debt... 3,647,897 3,999,208</div> <div>Dividends..... 2,420,273 2,586,637</div> <div>Rate on pref..... 7 7 1/4</div> <div>Rate on common... 6 6 1/2</div> <div>Sinking funds..... 98,120 98,120</div> <div>Total disburs'ts.. 7,551,022 8,253,583</div> <div>Balance, surplus .. 1,357,229 2,791,439</div>
Gen'l consol.M.g.(\$48,000,000). 1902	12,343,000	7	J. & D.					
Win. & St.P., 1st, guar.by C.&N.W. 1887	2,547,000	7	J. & J.					
2d mort., guar.by Chic.& N.W. 1907	1,607,000	7	M. & N.					
1st M., ext., gold, land gr., s.f.d. 1916	4,124,500	7	J. & D.					
Ia.Mid., 1st M., guar.by C.&N.W. 1900	1,350,000	8	A. & O.					
Northwest. Un., 1st mort., gold 1917	3,396,000	7	M. & S.					
Roch. & No. Minn., 1st mort.... 1908	200,000	7	M. & S.					
Chic.Mil.&N.W., construct'n bds. 1905	450,000	6	M. & N.					
Chic & Tomah, 1st mort., guar.. 1905	1,528,000	6	M. & N.					
Mil. & Mad., 1st mort., guar.. 1905	1,600,000	6	M. & S.					
Sink'g fd. bds. (1st M.as collat'l). 1929	13,280,000	5 & 6	A. & O.					
Deb. bds. for C. St.P.M. & O. st'k. 1933	10,000,000	5	M. & N.					
Dcs M. & Minn. RR., 1st mort.. 1907	600,000	7	F. & A.					
Escanaba & L. Sup. RR., 1st M. 1901	720,000	6	J. & J.					
Dakota Central RR., 1st mort... 1907	300,000	6	M. & S.					
Appleton extension..... 1885	116,000	7	F. & A.					This was a consolidation in 1880, with a serin div. of 100 p.c. Rec'pts from lands '80-1, \$490,000; '81-2, \$650,000; '82-3, \$560,000; not included in receipts.
Green Bay extension..... 1885	180,000	7	F. & A.					
Miss. River Bridge..... 1884	153,000	7	J. & J.					
Beloit & Madison RR..... 1888	188,000	7	J. & J.					
Minnesota Valley RR..... 1908	150,000	7	A. & O.					
Plainview RR..... 1908	100,000	7	M. & S.					
Chicago Rock Island & Pacific—								
Stock (for \$50,000,000).....	41,960,000	7	Q.—F.	1879-80	1,311	11,061,662	5,130,084	
1st mort. coup. or reg..... 1917	12,500,000	6	J. & J.	1880-81	1,353	11,956,907	5,004,614	
C.&S.W., 1st(g.in enr.by C.R.I.&P.), '99	4,000,000	7	M. & N.	1881-82	1,381	13,266,643	5,616,188	
				1882-83	1,381	12,189,902	4,752,949	
Chicago St. Louis & Pittsburg—								
Stock, common.....	10,000,000	....	....	1879	581	3,911,261	756,300
Stock, pref., 6 per cent cumulative ..	17,532,600	....	....	1880	581	4,795,771	726,260
1st mort., gold (\$22,000,000) .. 1932	16,500,000	5	A. & O.	1881	581	4,953,723	641,053	
1st M., Chic. & Gt. Eastern. 1893 & '95	224,000	7	Various	1882	581	5,122,943	703,581	
1st M., Col. & Ind'polis Cent..... 1904	2,632,000	7	J. & J.					
1st M., Union & Logansport..... 1905	715,000	7	A. & O.					
								This is the reorganization of the Col. Chic. & Indiana Cent. road, sold in foreclosure on Jan. 11, 1883. The plan of settlement provided that the consol. mort. of the Col. Chic. & Ind. Cent. should be foreclosed subject to the old sectional mortos.

STOCKS, BONDS, AND INCOME.

DESCRIPTION.	Amount Outstand- ing.	Rate per Year.	Periods	Fiscal Year.	Miles Oper- ated.	Gross Receipts.	Net Profits.	REMARKS.
Chicago St. L. & Pittsb.—(Continued)—	\$					\$	\$	
1st M., Tol. Logansp't & Burl....1884	510,500	7	F. & A.					and reorganized with the securities here stated. Stock of the old company was assessed \$5 per share and one share of new stock then issued for two of old.
1st M., Col. & Ind.com., 1st & 2d pf. '83	372,000	7	J. & J.					
1st M., Cinn. & Chic. Air-L. '86 to '90	113,000	7	Various					
2d M., Col. & Ind'polis Central..1904	821,000	7	M. & N.					
Chic. St. Paul Minneap. & Omaha—								
Common stock	20,015,800	----	----	1881	1,003	4,100,546	1,271,024	This was a consolidation July, '80, of the Chic. St.P. & Minneapolis (formerly West Wis.), the North Wisconsin, and the St. Paul & Sioux City. In Dec., '82, a controlling interest in the stock was purchased by the Chic. & Northwestern, with which it is now operated. Receipts do not include land sales.
Preferred stock	11,900,900	7	Q.—J.					
Consol. mort. (\$30,000,000).....1930	9,520,000	6	J. & D.					
Chic.St.P. & Minn., 1st M., gold, cp.1918	3,000,000	6	M. & N.					
North Wisconsin, 1st mort.....1930	800,000	6	J. & J.					
St.P. & S.C., M.g., for \$7,000,000.1919	6,080,000	6	A. & O.					
St.P.Stillw. & Tayl'rs Falls, 1st M.1908	334,800	7	J. & J.					
Hudson & River Falls, 1st M...1908	125,000	8	J. & J.					
Chicago & West Michigan—								
Stock.....	6,796,800	6	F. & A.	1879	246	654,384	112,827	
1st M., New Buff. to St. Jo.....1889	480,000	8	M. & S.	1880	267	840,022	239,584	Total miles operated, 410. Consolidated Sept., '81, with Gr. Hav. road, 57 miles, and Gr. Rap. New. & L. S., 46 miles. 1¼ p. c. paid on pref. 2½ per cent paid in 1881 and 1882, and 3 in Feb., 1883.
Gr.Rap.New. & L.Sh., 1st M., cp..1891	576,000	8	J. & J.	1881	367	1,325,052	270,072	
2d M. on 35m. & 1st on 11m....1905	30,500	7	J. & D.	1882	410	1,503,433	455,645	
Gen'l mort. (\$12,000 per mile)...1921	2,001,000	5	J. & D.					
Cincinnati Hamilton & Dayton—								
Stock, common.....	3,500,000	6	A. & O.	1879-80	341	2,578,817	754,128	In April, 1882, Mr. Jewett, of the Erie, obtained control of the stock by guaranteeing 6 per ct. on 20,000 shares, which were purchased and deposited in trust. surplus over all charges in 1881-82 was \$161,696.
Pref., for \$1,000,000.....	100,000	6	A. & O.	1880-81	341	2,882,306	774,031	
2d mort. (now 1st).....1885	494,000	7	J. & J.	1881-82	354	2,961,447	701,224	
Consol. M., sink. fd. 1 per cent..1905	1,450,000	6 & 7	A. & O.	1882-83	354	3,088,407	848,736	
Consol. M., sink. fd. 1 per cent..1905	996,000	7	A. & O.					
C.H. & I. (June.R.R.), 1st M., guar.1903	1,800,000	7	J. & J.					
Cinn. Indianapolis St. Louis & Chic.—								
Stock.....	8,000,000	6	Q.—J.	1878-79	193	1,342,701	507,970	This was formerly the Ind. Cin. & Laf., which was sold in foreclosure Feb. 2, 1880, and this company organized. In 1881-82 net earnings were \$1,000,609. Disbursements—rentals, \$6,732; interest, \$591,326; dividends, \$360,000. Balance, surplus, \$42,551. In June,
Ind. & Cinn. of 1858, 1st mort..1888	1,600,000	7	A. & O.	1879-80	300	1,761,242	491,487	
Ind. Cin. & Laf. mort.....1897	2,790,000	7	F. & A.	1880-81	297	2,365,058	954,596	
Cin. & Ind., 1st mort.....1892	499,000	7	J. & D.	1881-82	362	2,525,991	993,877	
2d M., guar., & fund. coups. '87-'92	1,330,000	7	J. & J.					
1st, C.I.St.L. & C. (for \$7,500,000) 1920	1,188,000	6	M. & N.					

STOCKS, BONDS, AND INCOME.

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DESCRIPTION.	Amount Outstand- ing.	Rate per Year.	Periods	Fiscal Year.	Miles Oper- ated.	Gross Receipts.	Net Profits.	REMARKS.
Cinn. Ind. St. L. & Chic.—(Contin'd)—	\$					\$	\$	
Cin. Laf. & Chic., 1st mort., gold. 1901	1,120,000	7	M. & S.					1883, quarterly dividend was passed.
Cinn. New Orleans & Texas Pac.—								
Stock, common.....	3,000,000	3½	Feb. '83	1882	336	2,570,057	105,053	Operates the Cincinnati Southern.
Cinn. Sandusky & Cleveland—								
Common stock.....	4,005,750	----	----	1878-79	214	725,168	189,601	Leased to Ind. Bl. & West. at 33½ p. c. of
Pref. stock.....	428,850	6	M. & N.	1879-80	214	822,533	249,464	gross earnings, but \$220,000 a minimum
Mort. Sand. Dayt. & Cinn.....1900	666,000	6	F. & A.	1880-81	214	865,482	328,197	and \$500,000 a maximum in any year.
Mort. Sand. City & Ind.....1897	350,000	7	M. & S.	1881	190	674,478	320,648	Earn. in '81 for 8 mos. 1 ec., '82, paid 12 p.
2d mort., Cinn. Sand. & Cleve.....1890	1,072,000	7	J. & D.					c. on com.stk., 2 cash & 10 in C.S. & C.st'ck.
Cincinnati & Springfield—								
Stock.....	1,100,000	----	----	1878-79	80	698,989	def. 93,121	Leased to Clev. Col. Cinn. & Ind. Int. is
1st mort., guar.....1901	2,000,000	7	A. & O.	1879-80	80	907,277	148,867	guar. on the 1st mort., ½ by the lessees
2d mort.....1902	651,000	7	J. & J.	1880-81	80	1,017,628	177,955	and ½ by the Lake Shore & Mich. South.
Cinn. Washington & Baltimore—								
[This company is in process of reor- ganization and the new	securities not yet on the market. The scheme prop	osed the		1879-80	312	2,020,534	110,293	This was a reorganization in 1883 of the
following issues, in all:]				1880-81	312	2,120,404	def. 88,749	Marietta & Cincinnati RR. The Mar-
Common stock.....	6,781,400	..	----	1881-8	312	1,161,906	-----	ietta & Cincinnati Co. made default, and
Preferred stock.....	13,500,650	----	----	1882-83	312	1,727,079	-----	the road was placed in the hands of a
1st mortgage.....1931	7,185,000	4½-6	M. & N.					receiver June 27, 1877, and sold in fore-
2d mortgage.....1931	3,040,000	5	J. & J.					closure Dec. 9, 1882. Reports under
3d mortgage.....1931	2,270,000	3-4	F. & A.					the Receiver were meagre. In 1882-3
1st income (non-cumulative)....1931	3,410,000	5	----					earnings are from July 1 to May 14.
2d income (non-cumulative)....1931	4,000,000	5	----					
Prior lien bonds.....	500,000	4½	----					
Balt. Short Line. 1st mort.....1904	750,000	7	J. & D.					
Cincinnati & Balt., 1st mort.....1900	500,000	7	J. & J.					
Scioto & Hocking Valley, mort..1896	300,000	7	M. & N.					
Cleve. Col. Cinn. & Indianapolis—								
Stock.....	14,991,600	2	Feb. '83	1879	391	3,778,717	969,396	Controlled in the Vanderbilt interest. In
1st. (C.C. & C.R.R.), \$25,000 a yr. '83-'84	50,000	7	J. & D.	1880	391	4,563,919	1,469,106	'82 tot. income, \$1,572,127; disbursements
1st mort., Bel. & Ind.....1899	367,000	7	J. & J.	1881	391	4,408,861	1,329,004	--Interest, \$498,615; taxes, \$121,276;
1st mort., C.C. & I., sink. fd....1899	3,000,000	7	M. & N.	1882	391	4,535,905	1,450,851	miscel., \$12,313; total, \$632,204; surp.,
Cons. M. for \$7,500,000 (s. fd. 1%)..1914	2,948,000	6g.-7	J. & D.					\$939,923. Paid 2 per cent in Feb., 1883.

STOCKS, BONDS, AND INCOME.

DESCRIPTION.	Amount Outstand- ing.	Rate per Year.	Periods	Fiscal Year.	Miles Oper- ated.	Gross Receipts.	Net Profits.	REMARKS.
Cleveland & Pittsburg—	\$					\$	\$	
Stock (guar.)	11,221,100	7	Q.—M.	1879	226	2,609,503	1,342,858	The property was leased for 999 years from 1871 to Penn. RR. Co., and lease transferred to Penn. Co. Rental, 7 per ct. on existing capital and int. on bonds.
4th mort. (now 1st)	1,096,000	6	J. & J.	1880	226	2,973,088	1,549,286	
Consol. sink. fd. for \$5,000,000. 1900	2,491,000	7	M. & N.	1881	226	3,317,912	1,713,022	
Construct'n & equipm't bonds. 1913	1,798,000	7	J. & J.	1882	226	3,353,362	1,731,467	
Columbia & Greenville—								
Common stock	1,000,000	—	—	1878-79	165	404,744	95,581	A majority of the stock is held by the Richm. & West Point Terminal Co. In 1879-80 earnings 10 months only. In 1882-83 earnings have increased.
Pref. stock	1,000,000	6	Dec.	1879-80	165	424,160	66,581	
New mort., gold, coup. or re. 1916	2,000,000	6	J. & J.	1880-81	196	645,920	250,694	
2d mort. 1926	1,000,000	6	A. & O.	1881-82	196	608,594	173,990	
Columbus Hocking Val. & Toledo—								
Stock	10,316,500	2½	Jan. '83	1881	316	2,519,750	1,190,582	This was a consolidation in July, 1881, of the Col. & H. Val., Col. & Tol., and Ohio & W. Va. Their stocks were purchased and new consol. stock for \$20,000,000 made, of which \$10,310,000 issued. Of the consol. mort. \$6,500,000 is reserved. In Jan., '83 2½ p. ct. div. was paid.
Consol. M., gold (for \$14,500,000) 1931	8,000,000	5	M. & S.	1882	324	2,886,437	1,133,703	
1st mort., sinking fund bonds. 1897	1,401,000	7	A. & O.					
2d mort. bonds. 1892	777,000	7	J. & J.					
Col. & Tol., 1st M. coup., sink. fd. 1905	2,474,000	7	F. & A.					Leased to Ind. Bl. & W., for 33½ % of gross earnings, with guarantee of \$80,000.
Col. & Tol., 2d M., coup., sink. fd. 1900	422,000	7	M. & S.					
Ohio & W. Va., 1st (s. fd. \$15,000) 1910	1,581,000	7	M. & N.					
Columbus Springfield & Cincinnati—								
Stock	1,000,000	—	—	Earn'gs	not	separately	reported.	
1st mort. 1901	1,000,000	7	M. & S.					
Concord—								
Stock, common	1,500,000	5	M. & N.	1878-79	142	732,004	169,326	This company pays regular dividends. Has no funded debt. Consolidation with other N. H. roads is proposed.
				1879-80	142	870,088	232,051	
				1880-81	142	953,000	168,651	
				1881-82	142	1,258,420	208,300	
Connecticut & Passumpsic Rivers—								
Stock	2,244,400	6	F. & A.	1878-79	147	544,142	219,694	The lease of Massawippi Railroad is at 6 per cent on bonds and same dividends as are paid on the stock of the lessee. Rental has not been deducted here.
Mort. bonds. 1893	1,500,000	7	A. & O.	1879-80	147	673,637	237,230	
Massawippi bonds (guar.) 1890	400,000	6	J. & J.	1880-81	147	774,147	311,165	
Newport & Richford bonds, guar. 1911	350,000	5	J. & J.	1881-82	147	851,749	303,845	
Connecticut River—								
Stock, common	2,370,000	8	J. & J.	1878-79	80	627,051	212,071	Funded debt all extinguished. Dividends 8 per cent.
				1879-80	80	731,440	216,093	

STOCKS, BONDS, AND INCOME.

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DESCRIPTION.	Amount Outstand- ing.	Rate per Year.	Periods	Fiscal Year.	Miles Oper- ated.	Gross Receipts.	Net Profits.	REMARKS.
Connecticut River—(Continued)—	\$			1880-81	80	\$ 826,162	\$ 217,024	
				1881-82	80	868,012	232,498	
Connecting (Phila.)—								
Stock	1,278,300	6	J. & D.	No	report of earnings.			A connecting link in Phila. Leased to Pa.
1st M. (ser. A, B, C & D). 1900 to 1904	991,000	6	M. & S.					RR. Rental, 6 p. c. on stock and debt.
Connotton Valley—								
Stock, common	5,000,000	....	....	1880	45	27,931	.....	In Feb., 1882, failed to meet its obligat'ns,
Stock, preferred	885,850	7	M. & N.	1881	100	87,175	.....	and in Nov., 1882, defaulted on interest.
New mort., coup. 1922	4,603,000	5-6	M. & N.	1882	125	231,640	37,664	\$147,000 old bonds yet out.
New bonds, coup. 1922	991,000	6	M. & N.					
Corning Cowanesque & Antrim—								
Stock, common	1,500,000	6	Q.—M.	1879-80	64	430,137	125,348	The lines are leased to the Fall Brook
Stock, preferred	500,000	7	Q.—M.	1881	64	532,193	154,018	Coal Co. Rental, 7 per cent on bonds, 6
1st mort. gold. 1885	225,000	7	J. & J.	1882	64	662,574	139,261	on com. stock, 7 on pref.
Cumberland & Pennsylvania—								
1st mort. 1891	803,500	6	M. & S.	Earn'gs	not	separately	reported.	It is owned and operated by Consolidation
2d mort. sinking fund (guar.) 1888	445,000	6	M. & N.					Coal Co., which guarantees 2d mortgage.
Danbury & Norwalk—								
Stock	600,000	5	Various	1879-80	34	184,407	53,076	Dividends have been irregular. Paid 3¼
1st and 2d mort. 1920-90-92	400,000	7	J. & J.	1880-81	34	195,162	80,760	in 1880; 5 in 1881; 5 in 1882; 2½ in
Consol. mort. 1920	100,000	6	J. & J.	1881-82	34	200,993	72,990	April, 1883.
Dayton & Michigan—								
Common stock	2,402,573	3½	A. & O.	1879-80	142	1,040,862	368,741	Leased in perpetuity to the Cincinnati
Pref. stock, guar. 1884	1,211,250	8	Q.—J.	1880-81	142	1,150,869	310,103	Hamilton & Dayton. Of the common
2d mort. 1884	426,000	7	M. & S.	1881-82	142	1,225,984	347,247	stock \$1,010,000 only is guaranteed 3½
3d mort. 1888	351,000	7	A. & O.	1882-83	142	1,248,074	512,672	per cent per year by C. H. & D.
Consol. mort., guar. by C.H. & D. 1911	1,898,000	5	J. & J.					
Delaware—								
Stock	1,468,940	6	J. & J.	1878-79	100	448,367	134,508	Leased to the P. W. & B. Co.; rental, 30
Mort bds. (conv.), guar. P.W. & B. 1895	650,000	6	J. & J.	1879-80	100	426,265	127,879	per cent of gross earnings, but stock
				1880-81	100	428,747	128,624	guaranteed 6 per cent.
				1881-82	100	595,078	178,523	
Delaware & Bound Brook—								
Stock (guar.)	1,692,000	8	Q.—F.	1879	31	310,469	143,256	In connection with Central of N. J. and

STOCKS, BONDS, AND INCOME.

DESCRIPTION.	Amount Outstand- ing.	Rate per Year.	Periods	Fiscal Year.	Miles Oper- ated.	Gross Receipts.	Net Profits.	REMARKS.
Delaware & B'nd Brook—(Continued)—	\$					\$	\$	
1st mort.....1905	1,500,000	7	F. & A.	1880	31	568,789	265,743	North Penn. forms a line between N. Y. and Phila. Leased for 990 years to the P. & Reading at 8 per ct. on stock.
2d mort., debentures, reg.....	192,000	6	M. & N.	1881	31	668,489	334,462	
				1882	31	693,525	326,334	
Delaware Lackawanna & Western—								
Stock	26,200,000	8	Q.—J.	1879	670	20,226,708	588,118	In '82 the important connection to Buffalo, the N. Y. Lack. & West., was opened, and the road was leased to this Co. Receipts here include coal and all other.
Consol. mort. (\$10,000,000).....190	3,074,000	7	M. & S.	1880	670	21,656,604	2,677,815	
Plain bonds	600,000	7	J. & D.	1881	670	27,396,526	4,507,565	
Lack. & Bloomsb., 1st (extens'n)1885	370,900	7	M. & S.	1882	670	27,006,267	3,505,623	
Denver & New Orleans—								
Stock, common.....	2,540,000	....	....	No report of earnings.				Company embarrassed in May, 1883.
1st mort. (\$12,000,000).....	2,300,000	....	....			
Denver & Rio Grande—								
Stock	33,000,000	....	....	1880	686	3,498,373	1,484,256	The through connection to Utah was opened April, 1883. Interest charge in 1882 was \$1,900,749.
1st mort., gold (sinking fund)....1900	6,382,500	7	M. & N.	1881	1,067	6,244,780	2,455,313	
1st consol. M. (\$15,000 per m.)..1910	25,123,000	7	J. & J.	1882	1,282	6,441,751	2,322,322	
Car trust certs. (10 per ct. annually..	3,713,000	6-7	Various					
Denver & Rio Grande Western—								
Stock authorized, \$4,000,000	7,500,000	....	....					Opened through in April, 1883. Bonds guar. by D. & R. G., lessee.
1st, gold (\$16,000 p.m.).....1911	6,157,000	6	M. & S.					
Denver South Park & Pacific—								
Stock	5,000,000	....	....	1881	197	1,464,228	309,757	Stock mostly owned by Union Pacific and separate reports not made. Earnings in 1882 for 11 months.
1st mort., gold, sinking fund....1905	1,800,000	7	M. & N.	1882	264	1,413,912	349,920	
Consol. M., gold (\$17,000 per m.)1921	1,534,000	6	J. & J.					
Des Moines & Fort Dodge—								
Stock (\$758,280 is pref.).....	3,040,000	....	....	1878-79	87	205,131	76,273	Dec. 31, 1882, owned from Des Moines to Ft. Dodge, Ia., 87 miles, with an extension, 11 miles, connecting with Iowa Division of Chic. Mil. & St. Paul.
1st mort., coup.....1905	1,200,000	6	J. & J.	1880	87	324,725	143,921	
1st mort., income.....1905	1,200,000	6	J. & J.	1881	87	401,532	172,544	
Mort. on extension	672,000	6	J. & J.	1882	98	347,168	120,386	
Detroit Lansing & Northern—								
Stock, common.....	1,825,600	3	Feb. '83	1879	208	1,108,932	449,145	In '82 had the following income account : Total income, \$171,507; disbursements—int. on debt, \$233,975; dividends (7 p.c.) \$175,230; total disbursements, \$409,205.
Stock, pref.....	2,503,300	7	F. & A.	1880	221	1,203,151	436,768	
1st mort.....1907	2,487,000	7	J. & J.	1881	225	1,381,341	446,912	
Ionia & Lansing, 1st M., cp.rrg.1889	770,000	8	J. & J.	1882	225	1,607,567	471,507	
Sag. & West. mort., guar.....1913	432,000	6	J. & J.					

STOCKS, BONDS, AND INCOME.

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DESCRIPTION.	Amount Outstand- ing.	Rate per Year.	Periods	Fiscal Year.	Miles Oper- ated.	Gross Receipts.	Net Profits.	REMARKS.
Detroit Mackinac & Marquette—	\$					\$	\$	
Stock	4,750,000	----	----	1881-82	152	70,628	19,433	From Straits of Mackinac to Marquette. 152 miles; branch projected to Sault St. Marie, 48 miles. The land bonds receive 25 p. ct. of land sales as income.
1st mort. 1921	2,280,000	6	A. & O.	1882-83	152	243,514	42,716	
Land grant bonds, income 1911	4,560,000	7	A. & O.					
Income bonds	1,500,000	7	July 1					
Dubuque & Dakota—								
Stock, common	156,600	----	----	1880	63	42,324	25,751	Dub. & S. C. Co. guar. the bonds issued for construct'n at \$10,000 per mile. Bonds may be paid off any time at 105.
Stock, pref.	410,000	----	----	1881	63	74,298	27,493	
1st mort., gold, guar. 1919	630,000	6	J. & J.	1882	63	81,958	34,175	
Dubuque & Sioux City—								
Stock	5,000,000	6	A. & O.	1879	143	927,826	334,017	Leased to Ill. Cent. till 1887 at 36 per cent of gross earnings, with privilege of renewal. Rental is here given as profits.
1st mort., 2d Div. 1894	586,000	7	J. & J.	1880	143	1,097,524	395,108	
				1881	143	1,110,041	399,614	
				1882	143	1,093,866	393,791	
Dunkirk Allegheny Val. & Pittsburg—								
Stock, common	1,300,000	----	----	1878-79	91	283,134	def. 20,109	Is owned by N. Y. Cent. & Hudson River Co., but accounts are kept separate. In- terest is guaranteed.
1st mort., gold. 1890	2,000,000	7	J. & D.	1879-80	91	261,947	def. 17,217	
2d mort. 1890	1,000,000	7	A. & O.	1880-81	91	291,208	5,302	
3d mort. 1890	200,000	7	A. & O.	1881-82	91	335,237	41,009	
East Pennsylvania—								
Stock	1,709,550	6	J. & J.	Earn'gs	not	separately	reported.	Leased for 999 years from 1869, to Phila. & Read. RR. at 6 p. c. on st'k & int. on bds.
1st mort. 1888	495,900	7	M. & S.					
East Tennessee Virginia & Georgia—								
Stock, common	27,500,000	----	----	1880-81	506	2,117,965	955,308	This is composed of the lines which were consolidated July 20, 1881, making a total of 1,123 miles, as follows: Bristol to Chattanooga, Tenn., 242; Morristown to Paint Rock, Tenn., 45; Knoxville, Tenn., to Ky. State line, 66; Cleveland, Tenn., to Meriden, Miss., 380; Ooltewah to Red Clay, Tenn., 12; Rome, Ga., to Macon and Brunswick, Ga., 378 miles. For the 11 mos. end'g May 31, '83, most- ly on 900 miles, gross earnings were \$3,471,857; net earnings \$1,269,558.
Stock, pref. (6 per cent)	16,500,000	----	----	1881-82	900	3,145,482	1,283,460	
Consol. M., g. (for \$22,000,000) .. 1930	14,491,000	5	J. & J.					
Consol mort., "divisional" bds. 1930	2,650,000	5	J. & J.					
Income bonds	16,500,000	6	Oct.					
Old 1st mort., sinking fund 1900	3,123,000	7	J. & J.					
E. Tenn. & Ga. (\$92,000 end'sed) '82-'86	388,400	6	J. & J.					
E. Tenn. & Va. (endorsed) 1886	147,000	6	M. & N.					
2d mort. to U. S. Government .. 1887	95,000	4	J. & J.					
Ala. Cent., 1st M., gold, coup. 1918	1,000,000	6	J. & J.					
Cincinnati & Georgia mort. 1923	(?)	6	J. & J.					
Car trust	1,500,000	6	----					

STOCKS, BONDS, AND INCOME.

DESCRIPTION.	Amount Outstand- ing.	Rate per Year.	Periods	Fiscal Year.	Miles Oper- ated.	Gross Receipts.	Net Profits.	REMARKS.
Eastern (N. H.)—	\$					\$	\$	
Stock, common.....	492,500	4½	J. & D.	Earn'gs	not	separately	reported.	Leased to the Eastern RR. at \$22,500.
Eastern (Mass.)—								
Stock.....	4,997,600	----	....	1878-79	281	2,485,977	700,789	In March, 1883, a lease of this road to the
Essex RR., 1st mort. (extended) 1886	194,400	6	M. & S.	1879-80	281	2,905,056	858,689	Boston & Maine was negotiated for 55
Mort., funding certificates..... 1906	13,425,274	6	M. & S.	1880-81	283	3,094,273	906,273	years, but an injunction was procured.
				1881-82	283	3,403,078	891,780	
Eel River—								
Stock, common.....	2,792,800	4	Q.—M.	Earn'gs	not	separately	reported.	Leased to Wabash at 4-4½ per cent.
1st mort.....	140,000	7	F. & A.					
Elizabethtown Lex. & Big Sandy—								
Stock (\$5,000,000 authorized).....	4,184,200	----	....	1882	131	534,154	156,456	It is the connecting line of the Ches. & O.
1st mort. (coup. or reg.)..... 1902	3,500,000	6	M. & S.					and controlled by the same parties.
Eimira & Williamsport—								
Stock, common.....	500,000	5	M. & N.	1879	78	495,303	60,369	It is leased to the Northern Central RR.
Stock, pref.....	500,000	7	J. & J.	1880	78	741,954	212,101	for 999 years, at a rental of \$151,500
1st mort..... 1910	1,000,000	6	J. & J.	1881	78	831,193	253,407	per annum.
Income bonds..... 2862	570,000	5	A. & O.	1882	78	874,686	268,456	
Erie & Pittsburg—								
Stock.....	1,998,406	7	Q.—M.	1879	100	588,153	175,096	It is leased to the Penn. Co. for 999 years
2d mort. (conv.)..... 1890	91,800	7	A. & O.	1880	100	631,992	163,072	at a rental of 7 per ct. on stock and interest
Consol. M. (free of State tax).... 1898	2,485,000	7	J. & J.	1881	100	651,484	173,372	on the bonds, and the lease has been
Equipment bonds..... 1900	685,000	7	A. & O.	1882	100	604,145	196,381	a loss to lessees.
European & North Americau—								
Stock, common, guar.....	2,500,000	5	A. & O.	1878-79	114	350,416	119,843	On Aug. 31, 1882, a lease was made to the
1st mort. on 56 miles..... 1894	1,000,000	6	J. & J.	1879-80	114	410,234	128,040	Maine Central for 99 years, for \$125,000
				1880-81	114	477,936	79,768	per annum, equal to 5 per cent per
				1881-82	114	552,492	228,164	annum on the stock.
Evansville & Terre Haute—								
Stock, (\$100,000 is pref. 7).....	2,900,000	6	J. & J.	1878-79	136	584,762	180,854	From Evansville, Ind., to Terre Haute,
1st M., Evansv. & Ill. sink. fd.... 1887	281,000	7	J. & J.	1879-80	136	712,382	213,255	Ind., 109 miles; Owensville branch and
1st mort. sink. fund..... 1887	611,000	7	M. & N.	1880-81	144	702,054	215,465	extension, 37; total, 146 miles. Formerly
Consol. M., gold (for \$3,500,000) 1921	2,078,000	6	J. & J.	1881-82	146	826,427	374,782	ly the Evansville & Crawfordsville RR.
Evansville Terre Haute & Chicago—								
Stock, common.....	600,000	----	1880-81	55	337,001	48,456	From Terre Haute Junction, Ind., to Dan-

STOCKS, BONDS, AND INCOME.

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DESCRIPTION.	Amount Outstand- ing.	Rate per Year.	Periods	Fiscal Year.	Miles Oper- ated.	Gross Receipts.	Net Profits.	REMARKS.
Evansv. T. Haute & Chic.—(Contin'd)—	\$					\$	\$	
Stock, preferred.....	100,000	....	....	1881-82	55	381,825	148,136	ville, Ill., 49 miles; leased, 6 miles. In '80, a lease to the Chic. & East. Ill. was made for 999 years at \$75,000 per year.
1st mort., gold.....1899	775,000	6	M. & N.					
2d mort., gold.....1902	325,000	6	J. & J.					
Fitchburg—								
Stock.....	4,950,000	6	J. & D.	1878-79	190	2,079,973	379,202	The Troy & Greenfield RR. and the Hoosac
Bonds, coups. (\$1,950,000) '94 to 1902	3,000,000	5-6-7	A. & O.	1879-80	190	2,464,598	498,852	Tunnel, owned by the State of Mass.,
				1880-81	190	2,612,586	247,347	have been operated by this Co., and are
				1881-82	190	2,503,730	256,272	now contracted to it till Sept. '87.
Flint & Pere Marquette—								
Stock, common.....	3,500,000	....	....	1879	307	1,151,201	453,289	The common stock will be issued after the
Stock, pref.....	6,500,000	7	J. & J.	1880	317	1,599,624	403,695	pref. stockholders have received 7 p. ct.
Reorganization mort., gold.....1920	3,650,000	6	A. & O.	1881	345	1,885,413	570,091	yearly dividends for 5 consecutive years.
Fl't & Holly (s. fd. \$25,000 per yr.) 1888	300,000	10	M. & N.	1882	347	2,163,075	763,852	On Jan. 1, '83, the land notes were \$747,-
Bay County, guar. by lessees.....1887	75,000	10	M. & S.					532, and lands yet unsold, 109,815 acres.
Holly W. & Monroc, 1st M., s. fd. 1901	1,000,000	8	J. & J.					In 1882, dividend was 6 per cent.
Fort Worth & Denver City—								
Stock.....	25,000 p.m	....	....	1882	Av82	129,123	79,840	Road in progress from Fort Worth, Texas,
1st M., gold (\$25,000 per mile).....1921	2,750,000	6	J. & D.					to the Canadian River; 110 m. finished.
Fremont Elkhorn & Missouri Valley—								
Stock.....	1,924,500	....	....					Fremont to Thackler, Neb., and Norfolk
1st mort.....1901	690,000	7	A. & O.					Junction to Creighton, Neb., 305 miles.
1st mort.....1899	270,000	7	A. & O.	Earn'gs	not	separately	reported.	Leased to Sioux City & Pac. RR. The
Income bonds.....1886	317,082	7	A. & O.					rental is 33 1/3 per cent of the gross earn-
1st mort.....1900	2,152,000	7	A. & O.					ings.
1st mort. (new).....1899	1,199,000	7	A. & O.					
Galveston Harrisburg & San Antonio—								
Stock.....	11,720,686	....	....	1879	256	1,390,670	818,766	The 1st mort. covers the road and about
1st mort., gold, land grant.....1910	4,800,000	6	F. & A.	1880	256	1,392,890	799,165	1,500,000 acres of land. In June, '81,
2d mort.....1905	1,000,000	7	J. & D.	1881	256	1,258,916	503,871	a large interest in the stock was bought
Mex. & Pac. extens'n, 1st M., gold. 1931	13,500,000	5	M. & N.	1882				by Southern Pac. parties. The morts.
Mex. & Pac. extens'n, 2d M., gold. 1931	6,750,000	6	J. & J.					on M. & P. ext. cover 640 miles.
Galveston Houston & Hend. of 1882—								
Stock.....	1,000,000	5	A. & O.	1879	50	536,847	229,560	The road is now leased to the Int. & G. N.
1st mort., guar.....1913	2,000,000			1880	50	346,462	51,937	and the bonds guaranteed. No recent

STOCKS, BONDS, AND INCOME.

DESCRIPTION.	Amount Outstand- ing.	Rate per Year.	Periods	Fiscal Year.	Miles Oper- ated.	Gross Receipts.	Net Profits.	REMARKS.
Galv. H. & Henderson—(Continued)—	\$			1881	50	\$ 327,652	\$ def.13,012	reports of earnings have been made.
Georgia Pacific—								
Stock (\$5,000,000).....	3,500,000	....						From Atlanta westward towards Miss.Riv.
1st mort., \$10,000 per mile ....1922	1,970,000	6	J. & J.					Building by Richmond & Dan. Ex. Co.
Georgia Railroad & Banking Co.—								
Stock	4,200,000	10	Q.—J.	1879-80	307	1,352,931	568,838	Leased for 99 years to Cent. Ga. RR. and
Bonds, not mortgage '83 to '90	237,500	7	J. & J.	1880-81	307	1,580,382	607,412	Louisville & Nashville, at \$600,000 per
Bonds, not mortgage....1897 & 1910	2,100,000	6	J. & J.	1881-82	307	1,427,007	433,113	year. Bank receipts not included here.
Macon & Augusta, 1st mort....1887	296,000	7	J. & J.	1882-83	307	1,471,165	515,278	
Grand Rapids & Indiana—								
Stock	4,985,081	....		1879	332	1,345,134	432,645	Is operated in the interest of the Pa. RR.,
1st M., l.gr., g., guar. by Penn.RR.1899	4,000,000	7	J. & J.	1880	332	1,692,754	476,744	and \$4,000,000 of the first mortg. bonds
1st M., gld. (\$1,895,000 are ld.gr.)1899	2,903,000	7	A. & O.	1881	332	1,940,570	562,890	are guar. On Jan. 1, '83, \$1,862,170
Income mort. for \$10,000,000 ..1906	1,097,000	7	M. & S.	1882	355	2,260,291	582,054	unpaid coupons. were held by lessee.
Green Bay Winona & St. Paul—								
Stock, common.....	8,000,000	....		1879-80	246	401,082	131,314	This was a reorganization in 1881 of the
Stock, pref. (7 per ct. when earned) ..	2,000,000	....		1880-81	218	401,882	99,933	Green Bay & Minnesota, which Co. made
1st mort., coup.....1911	1,600,000	6	F. & A.					default and the road was sold March 12,
2d M., incomes, reg., non-cum.. 1911	3,781,000	8	M. & N.					1881.
Gulf Colorado & Santa Fe—								
Stock	3,480,000	....		1880-81	245	777,435	228,574	Galveston to Fort Worth and branches—
1st M., gold (\$12,000 per mile)..1909	6,456,000	7	J. & J.	1881-82	430	1,251,073	400,633	total, 550 miles.
Hannibal & St. Joseph—								
Common stock	9,168,700	....		1879	292	1,997,405	773,983	The land sales were as follows: 1880, 74,-
Pref. stock (7 not cumulative)	5,083,024	6	F. & A.	1880	292	2,561,390	1,256,800	862 acres for \$551,774, average, \$7 37
Bonds 1870, convertible .....1885	4,000,000	8	M. & S.	1881	292	2,257,231	819,939	per acre; 1881, 29,836 acres for \$204,-
Land gr. bds., sec'd by ld. notes.1888	90,000	7	J. & J.	1882	292	2,419,600	1,043,824	107, average \$6 84; 1882, 15,784 acres
Consol. mort. (for \$8,000,000) ..1911	3,000,000	6	M. & S.					for \$87,030, average \$5 51. In May,
Bonds Quincy & Palmyra RR....1892	433,000	8	F. & A.					'83, control of the stock was purchased
Bonds Kansas City & Cam. RR.1892	1,200,000	10	J. & J.					by C. B. & Q. RR. Co.
Harrisb. Portsm'th Mt. Joy & Lanc'r—								
Stock	1,182,550	7	J. & J.	Earn'gs	not	separately	reported.	Leased to Penn. RR. at 7 per cent on stock
1st mort. extended.....1913	700,000	6	J. & J.					and int. on bonds.

STOCKS, BONDS, AND INCOME.

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DESCRIPTION.	Amount Outstand- ing.	Rate per Year.	Periods	Fiscal Year.	Miles Oper- ated.	Gross Receipts.	Net Profits.	REMARKS.
Honsatonic—	\$					\$	\$	
Stock, common.....	820,000	1878-79	126	599,660	170,280	From Bridgeport, Conn., to Sta'e line, Mass., 74 miles; Brookville to Danbury, 6; leased—Berkshire RR., 22; W. Stockbridge RR., 3; Stockbridge & Pittsfield RR., 22; total, 127 miles.
Stock, pref.....	1,180,000	8	Q.—J.	1879-80	126	740,998	166,995	
1st mort., coup.....1885	100,000	7	F. & A.	1880-81	126	754,513	184,168	
2d mort. bonds of 1869.....1889	300,000	6	J. & J.	1881-82	126	746,328	166,680	
3d mort., reg.....1910	300,000	5	A. & O.					
Equipment bonds of 1873.....1883	150,000	7	F. & A.					
Houston East & West Texas—								
Stock (\$10,000,000 authorized).....	1,500,000	1880-81	72	137,133	85,823	In progress. Bonds, \$7,000 per mile. Surplus earnings large.
1st mort., gold.....1898	994,000	7	M. & N.	1881-82	142	251,079	143,197	
Houston & Texas Central—								
Stock.....	7,726,900	1879	522	3,031,632	1,311,072	Mr. Morgan, of the Louisiana SS. Line, bought a controlling interest in the stock, and in Feb., '83, the So. Pac. syndicate purchased this interest (\$4,400,000 of the stock) with their purchase of the Morgan property.
1st M.(main), gold, ld. gr., s.f.d. 1891	6,262,000	7	J. & J.	1880	522	3,741,000	1,733,677	
1st mort., ld. gr., West Div.....1891	2,270,000	7	J. & J.	1881	522	3,748,655	1,606,783	
1st mort., gold, Waco & N.west.1903	1,140,000	7	J. & J.	1882	522	3,175,389	1,450,346	
Consol. M., ld. gr., Main & W.Div.1912	4,117,000	8	A. & O.					
Consol. M., ld. gr., Waco & N.W. 1915	84,000	8	M. & N.					
Gen'l M., gold (for \$18,500,000).1921	3,300,000	6	A. & O.					
Huntingdon & Broad Top—								
Stock, common.....	1,368,050	1879	62	253,525	141,303	The road is now earning interest charges and doing better than a few years ago, since the interest on consol mortgage was reduced from 7 to 5 per cent.
Stock, pref., 7 per cent.....	1,983,500	....	....	1880	62	313,032	152,384
1st mort., gold.....1890	416,000	7	A. & O.	1881	62	332,653	183,369	
2d mort., gold.....1895	367,500	7	F. & A.	1882	62	320,434	176,185	
3d mort., consolidated.....1895	1,497,000	5	A. & O.					
Scrip for int. 1st and 2d mort. 1889	118,895	7	J. & D.					
Illinois Central—								
Stock, common.....	29,000,000	8	M. & S.	1879	1,286	7,464,965	3,412,654	The company acquired a controlling interest in the Chic. St. Louis & N. O. RR., and owned \$6,670,000 of the stock and \$3,632,000 bonds. From July 1, '82, leased that road for 400 years, at 4 per ct. per annum. In July, 1883, a dividend of 17 p. c. was made to Ill. Cent. stockholders, payable in the leased line stock. Amount spent on construction in Illinois is not
Leased line 4 per cent stock.....	10,000,000	4	J. & J.	1880	1,320	8,599,678	3,756,564	
Mort. bonds, sterling.....1895	2,500,000	6	A. & O.	1881	1,320	9,033,726	3,674,512	
Steell'g bds. (s.f.d. \$20,000 y'rly).1903	4,100,000	5	A. & O.	1882	1,330	9,232,869	3,988,326	
Mortgage, sterling.....1905	1,000,000	5	J. & D.					
Bds., cp.(\$2,000,000 M.on C.& Sp.)'98	1,600,000	6	J. & J.					
Bonds, reg., mort. on Mid. Div. 1921	910,000	5	F. & A.					
Chic. St. Louis & New Orleans—								
1st mort. (N. O. J. & G. N.)....1886	2,815,000	8	J. & J.	1879	572	3,357,305	

STOCKS, BONDS, AND INCOME.

DESCRIPTION.	Amount Outstand- ing.	Rate per Year.	Periods	Fiscal Year.	Miles Oper- ated.	Gross Receipts.	Net Profits.	REMARKS.
	\$					\$	\$	
Illinois Central—(Continued)—								
C.St.L.&N.O., 2d M.(N.O.J.&G.N.) '90	1,483,000	8	A. & O.	1880	572	3,716,902	Here deducted from the profits. It was in 1881, \$925,380; 1882, \$1,271,452. In 1881 and 1882 paid 7 per cent, but in '83 first dividend was at rate of 8 p. ct. Net earnings of Ch. St. L. & N. O. not reported.
1st mort. (Miss. Central) 1884	200,000	7	M. & N.	1881	572	4,059,151	.....
2d mort. (Miss. Central) 1886	747,000	8	F. & A.	1882	572	3,848,537	.....
1st mort. 1897	1,400,000	7	M. & N.					
2d mort. 1907	80,000	6	J. & D.					
Cons. M., g. (for \$18,000,000) 1951	11,275,000	5	J. & D.					
Indiana Bloomington & Western—								
Stock 1900	10,000,000	1879	202	1,170,930	375,700	The Cin. Sandusky & Cleve. was leased April, 1881. In December, 1881, leased the Ind. Dec. & Springfield road, guaranteeing \$200,000 per year. The former Indianapolis B. & W. was sold in foreclosure Oct. 30, 1878. Since May, 1881, earnings of C. S. & C. are here included.
1st mort., pref., coup. or reg. 1900	1,000,000	7	J. & J.	1880	212	1,196,416	527,363	
1st mort., comp., may be reg. 1909	3,500,000	3 to 6	A. & O.	1881	401	1,826,067	407,610	
Income bonds, reg., convertible. 1919	128,400	6	J. & J.	1882	696	2,740,227	284,433	
Consol. income for \$6,000,000. 1921	3,750,000	6	J. & J.					
2d mort., comp. or reg. 1909	1,500,000	3 to 6	J. & J.					
1st mort., gold, Eastern Div. 1921	3,000,000	6	J. & D.					
Indianapolis Decatur & Springfield—								
Stock, common. 1900	500,000	1878-79	153	125,634	28,233	This is successor to the Ind. & Ill. Cent. RR. In Dec., 1881, was leased to Ind., B. & W. for 50 years, at 30 per ct. of gross earnings, but with a guar. of \$200,000.
Stock, pref., 7 per cent. 1900	2,850,000	.....	.....	1879-80	153	339,850	142,684
1st mort., gold. 1906	1,800,000	7	A. & O.	1880-81	153	491,487	159,178	
2d mort., gold. 1911	1,000,000	5	J. & J.					
Indianapolis & St. Louis—								
Stock 1900	600,000	1879	267	1,501,459	50,472	Controlled by Cleve. Col. C. & I., and leases St. Louis Alton & Terre Haute.
1st mort. (3 series) 1919	2,000,000	7	Various	1880	267	2,009,922	159,643	
New mort. (for \$2,000,000) 1919	(?)	.....	.....	1881	267	2,052,185	262,330
Indianapolis & Vincennes—								
Stock 1900	1,402,000	1879	116	301,370	66,348	The Penn. Co. owns a controlling interest in the stock and operates the road, advancing the deficiency to pay interest on the bonds.
1st mort., guar. 1908	1,700,000	7	F. & A.	1880	116	339,420	60,505	
2d mort., guar. 1900	1,450,000	6	M. & N.	1881	116	339,738	10,260	
				1882	116	342,982	19,850	
Iowa Falls & Sioux City—								
Stock 1900	4,623,500	7	Q.—M.	1880-81	184	525,153	246,759	Leased to the Il. Cent. at a rental of 36 p. ct. of the gross earnings. Land sales not here included.
1st mort., April, 1869 1917	2,947,500	7	A. & O.	1881-82	184	690,539	325,470	
				1882-83	184	723,655	364,863	

STOCKS, BONDS, AND INCOME.

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DESCRIPTION.	Amount Outstand- ing.	Rate per Year.	Periods	Fiscal Year.	Miles Oper- ated.	Gross Receipts.	Net Profits.	REMARKS.
Jefferson—	\$					\$	\$	
Stock	2,096,050	----	----					
1st and 2d M. (Haw. Br.). 1887-'89	300,000	7	J. & J.	Earn'gs	not	separately	reported.	From Susq. Depot to Carbondale, Pa., 37 miles; branch, 8 miles. Leased to the Erie RR. for \$140,000 per year.
1st mort. (Susq. to Carbondale). 1889	2,000,000	7	J. & J.					
Jeffersonville Madison & Ind'napolis—								
Stock	2,000,000	----	----	1879	186	1,246,337	492,863	Leased to the Penn. Co. for the net earn-
1st mort. 1906	2,660,000	7	A. & O.	1880	186	1,388,565	541,539	ings. In 1881 the Penn. Co. purchased
2d mort. 1910	2,000,000	7	J. & J.	1881	186	1,462,802	365,043	\$1,939,000 of the stock. No dividends
				1882	204	1,545,199	356,807	in 1882.
Jersey Shore Pine Creek & Buffalo—								
1st mort., guar. 1933	3,500,000	----	----					Phil. & Read. & N. Y. Cent. connection.
Junction (Philadelphia)—								
Stock	250,000	(?)	----	1879	4	177,375	78,398	From Belmont, Pa., to Gray's Ferry, Pa.
1st mort. 1912	425,000	4½	J. & J.	1880	4	130,892	36,547	It connects various lines coming into
2d mort. 1900	300,000	6	A. & O.	1881	4	165,522	69,856	Philadelphia. In April, '82, 6 per cent
				1882	4	248,729	123,809	div., and in Sept. 10 per cent., paid.
Kansas City Fort Scott & Gulf—								
Stock, common.	4,648,000	6	F. & A.	1880	285	1,212,364	584,130	This company is successor to the Mo.
Stock, pref.	2,750,000	8	F. & A.	1881	365	1,503,215	689,867	River Ft. Scott & Gulf, which was sold
1st mort., ld. gr., sinking fund. 1908	2,560,400	7	J. & J.	1882	389	1,703,199	765,370	in foreclosure Feb. 4, 1879. In 1882 a
Mort. on branches. 1910	2,374,000	7	M. & S.					div. of 2 per cent on common stock was
Mort. on branches. 1922	212,000	5	F. & A.					paid, but in 1883 first div. 3 per cent.
Kansas City Lawrence & So. Kansas—								
Stock, common.	3,759,000	----	----	1880	388	745,384	101,412	In Nov., 1880, the consolidated stock was
1st mort. 1909	2,940,000	5 to 6	A. & O.	1881	384	890,538	325,380	purchased in the interest of the Atchison
So. Kans. & Western, 1st mort. 1910	1,769,000	7	J. & J.	1882	398	1,346,661	599,616	Top. & Santa Fe. Receipts from lands
Sumner Co. RR., 1st mort. 1910	248,000	7	M. & S.					not here included.
Ot. & Burl. RR., 1st mort., guar. 1909	500,000	6	A. & O.					
Kentucky Central—								
Stock	5,584,800	----	----	1878-79	149	553,390	208,750	In June, 1881, a majority of the stock was
3d mort. 1885	220,000	7	J. & D.	1879-80	149	608,029	222,514	purchased by Mr. C. P. Huntington, of
Maysville Div.	400,000	7		1881	149	705,127	168,740	the C. & O. road, and an extension, Paris
General mort. 1911	6,036,000	6	J. & J.	1882	149	724,363	260,861	to Livingston, Ky., about finished.
Keokuk & Des Moines—								
Stock, common.	2,600,400	----	----	1878-79	162	565,556	141,389	Leased for 45 years from Oct. 1, '78, to the

STOCKS, BONDS, AND INCOME.

DESCRIPTION.	Amount Outstand- ing.	Rate per Year.	Periods	Fiscal Year.	Miles Oper- ated.	Gross Receipts.	Net Profits.	REMARKS.
Keokuk & Des Moines—(<i>Continued</i> —	\$					\$	\$	
Stock, pref., 8 per cent.....	1,524,600	....	....	1879-80	162	639,788	159,947	C. R. I. & P. RR. for 25 per cent of gross earnings, but with guarantee of interest. Rental is here given as net profits.
1st M., int. gnar. by C.R.I. & P. 1923	2,750,000	5	A. & O.	1880-81	162	680,101	165,025	
				1881-82	162	564,838	141,209	
Lackawanna & Pittsburg—								
Stock, common.....	1,500,000	....	....					A consolidation in April, '83, of the Alle- gany Central and the Lackawanna & Mun- cie. Road when completed will extend from Perkinsville, Pa., to Olean, N.Y., with branches, in all 101 miles. The A. C. 1st mort. bonds are redeemable any time at 105.
Stock, pref.....	1,500,000	....	....			
Mort. for \$2,000,000.....	(?)	6	....				
Allegany Central—				No report of earnings.				
1st M. gold..... 1922	600,000	6	I. & J.					
2d mort., gold.....	150,000	6	(?)					
Income mort. (not cumulative) 1912	300,000	6	Jan.					
Lake Erie & Western—								
Stock.....	7,700,000	....	....	1879	362	775,564	197,506	This was a consolidation Dec. 12, '79, of the Lafayette Bloomington & Muncie and the Lake Erie & Western. The line embraces the former Lafayette Bloom- ington & Mississippi road and the Lake Erie & Louisville. In 1880 earnings for nine months only.
1st mort., gold..... 1919	1,815,000	6	F. & A.	1880	362	939,651	248,418	
Income bonds, conv. (not cum.) 1899	1,485,000	7	August.	1880-81	386	1,411,776	317,573	
Sand. Ext., 1st mort., (non-cum.) 1919	327,000	6	F. & A.	1881-82	386	1,424,013	269,933	
Sand. Ext., inc. bds. (non-cum.) 1920	600,000	7	at will.					
Laf. Bl. & M., 1st mort., gold.... 1919	2,500,000	6	M. & N.					
Laf. Bl. & M., inc. M., con. (not cum.) '99	1,000,000	7	Yearly.					
Car trust cert., pay yearly to 1890....	160,000	....	F. & A.					
Lake Shore & Michigan Southern—								
Stock, common.....	49,466,500	8	Q.—F.	1879	1,177	15,444,298	6,252,285	In Dec., '82, this Co. purchased 124,800 shares com. and 140,500 pref. stock of the N. Y. Chie. & St. L. (Nickel-plate) road, getting full control of that Co. The income account has been:
Stock, guar.....	533,500	10	F. & A.	1880	1,177	18,958,123	8,257,063	
Consol. 1st M. (s. fd. 1 per ct.), cp. 1900		{ 7	J. & J.	1881	1,177	18,210,066	6,657,713	
Consol. 1st M. (s. fd. 1 per ct.), reg. 1900	8,706,000	{ 7	Q.—J.	1882	1,340	18,324,031	6,909,137	
Consol. 2d M. (s. fd. 1 p. c.), cp. & rg. 1903	21,192,000	7	J. & D.					
Lake Shore dividend bonds..... 1899	1,356,000	7	A. & O.					
1st mort., s. fd., M.S. & N.I. 1885	5,240,000	7	M. & N.					
3d M. (C.P. & A. RR.), reg. bonds.. 1892	920,000	7	A. & O.					
1st mort. (C. & Tol. RR.) sink. fd. 1885	1,595,000	7	J. & J.					
2d mort. (C. & Tol. RR.) 1886	849,000	7	A. & O.					
Buffalo & State line mort. bds .. 1886	300,000	7	M. & S.					
Buffalo & Erie mort. bonds.... 1888	2,834,000	7	A. & O.					
Det. Mon. & Tol. 1st M., cp., gnar. 1906	924,000	7	F. & A.					
								<div> <div>1881.</div> <div>1882.</div> <div>\$</div> <div>\$</div> <div>Net earnings..... 6,692,963</div> <div>Int., dividends, &c. 238,675</div> <div>Pr. on bds. & stocks. 850,000</div> <div>.....</div> <div>.....</div> </div>
								Total income..... 7,781,638 7,266,224

STOCKS, BONDS, AND INCOME.

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DESCRIPTION.	Amount Outstand- ing.	Rate per Year.	Periods	Fiscal Year.	Miles Oper- ated.	Gross Receipts.	Net Profits.	REMARKS.
Lake Shore & Mich. So.—(Continued)—	\$					\$	\$	1881. 1882.
Kal. & White Pigeon, 1st mort..1890	400,000	7	J. & J.					Disbursements— \$ \$
Schoolcraft & Three Riv., 1st M.1887	100,000	8	J. & J.					Rentals paid..... 273,925 357,087
Kal. & Schoolcraft, 1st mort....1887	100,000	8	J. & J.					Interest on debt....2,612,230 2,714,955
Kal. Al. & Gr. Rap., 1st mort...1888	840,000	8	J. & J.					Dividends.....4,010,670 4,010,670
Kal. Al. & Gr. Rap., st'k., 6 p.c. guar.	610,000	6	A. & O.					Other payments.... 874,546
Jamest'n & Franklin, 1st M. var. to '97	368,000	7	J. & J.					Total.....7,771,371 7,082,712
Jamestown & Franklin, 2d M...1894	500,000	7	J. & D.					
Lawrence—								
Stock.....	450,000	8	Q.—J.	1879	22	173,452	78,074	Leased to Pitts. Ft. Wayne & Chi. RR. at
1st mort.....1895	32,000	7	F. & A.	1880	22	185,333	81,001	40 per cent on gross earnings, with \$45,-
				1881	22	193,000	85,124	000 per year guaranteed as a premium.
				1882	22	226,910	107,191	Lease has been transferred to Penn. Co.
Lehigh Valley—								
Stock, common.....	27,496,895	8	Q.—J.	1878-79	303	6,540,363	2,676,786	Receipts from interest, &c., are included in
Stock, pref.....	106,300	10	Q.—J.	1879-80	314	8,600,938	3,855,628	gross receipts. There were charged to
1st mort., coup. and reg.....1898	5,000,000	6	J. & D.	1880-81	316	10,392,126	4,971,360	depreciation the following amounts,
2d mort., reg.....1910	6,000,000	7	M. & S.	1881-82	323	11,239,312	5,030,145	which have not been deducted: in 1880,
Cons., g., & £ (s.f. 2 p.c.), c. & r. '98 & 1923	13,854,000	6	J. & D.					\$990,338; in 1881, \$1,070,059; in 1882,
E. & A., 1st, gnar. (for \$6,000,000) 1920	2,500,000	5	M. & N.					\$554,349. In 1882 paid 6½ per cent, but
Delano Ld. Co. bonds, end'rsed..1892	1,395,000	7	J. & J.					in 1883 at rate of 8 per cent.
Little Miami—								
Stock, common.....	4,637,300	8	Q.—M.	1879	196	1,332,495	440,789	Leased to the Pittsburg Cin. & St. Louis
Street Con. 1st (jointly Cin. & Ind) 1894	250,000	6	Various	1880	196	1,434,506	419,148	RR. Co. for 99 years, renewable forever.
Renewal mort.....1912	1,400,000	5	M. & N.	1881	196	1,484,365	296,878	The Penn. RR. Co. is a party to the con-
				1882	196	1,674,358	271,558	tract.
Little Rock & Fort Smith—								
Stoc.....	4,505,308			1879	168	370,686	181,563	In 1881 land sales were of 47,785 acres for
1st mort., ld. gr. (1,083,000 acres) 1905	2,476,500	7	J. & J.	1880	168	510,287	252,459	\$185,705; in '82, 49,432 acres for \$167,-
				1881	168	562,657	260,745	587. Lands unsold, 695,390 acres.
				1882	168	539,133	237,193	
Little Rock Miss. River & Texas—								
Stock, common.....	3,594,600	----	----	1881	170	301,225	129,625	Little Rock to Ark. City and branches.
1st mort.....1906	2,125,000	7	J. & J.	1882	170	321,862	99,601	Coupons paid in scrip.
2d mort.....1911	1,275,000	7	A. & O.					

STOCKS, BONDS, AND INCOME.

DESCRIPTION.	Amount Outstand- ing.	Rate per Year.	Periods	Fiscal Year.	Miles Oper- ated.	Gross Receipts.	Net Profits.	REMARKS.
	\$					\$	\$	
Little Sennylkill— Stock (\$158,250 in treasury).....	2,646,100	7	J. & J.	Earn'gs	not	separately	reported.	Leased to Phil. & Read. at 7 p.ct. on stock.
Long Island— Stock.....	10,000,000	4	Q.—F.	1878-79	326	1,617,950	145,054	The control of the company was sold to Mr. Austin Corbin and others in Dec., 1880. In July, 1881, stock increased to \$10,000,000. The income account for 1881-82 gave net earnings, \$840,282; lease rentals, interest and sinking fund, \$393,505; floating debt, Sept. 30, 1882, \$1,651,975.
1st mort., extension.....1890	175,000	7	M. & N.	1879-80	320	1,811,849	280,594	
1st mort., Glencove Branch.....1881	150,000	6	M. & N.	1880-81	328	1,946,668	97,796	
1st mort., main line.....1898	1,121,500	7	M. & N.	1881-82	352	2,417,057	446,777	
2d mort., for floating debt.....1918	268,935	7	F. & A.					
Consol. M., gold (for \$5,000,000)1931	2,051,000	5	Q.—J.					
N.Y. & Rockaway, guar.int.only1901	(?)	7	A. & O.					
Smithtown & Port Jefferson.....1901	(?)	7	M. & S.					
Long Island City & Flushing— Stock.....	500,000		1881-82	16	211,914	84,765	The rental is here given as profits. Leased to Long Island RR. for 50 years at 40 per cent of gross earnings.
1st mort., coup. or reg.....1911	600,000	6	M. & N.					
Income bonds (cum.) (\$350,000)1931	312,000	6	Jan. 1					
New. & Flush., guar. by L.I. RR.1891	150,000	7	M. & N.					
Louisville Evansville & St. Louis— Stock, common.....	6,000,000						Road completed in 1882, making a line from Louisville to St. Louis. Bondholders were asked, in March, 1883, to fund four coupons.
1st mort.....1921	3,900,000	6	A. & O.					
2d mort., gold.....1902	1,000,000	7	M. & S.					
Income bonds, non-cum.....1920	2,500,000	4	April.					
Louisville & Nashville— Stock.....	25,000,000		1878-79	972	5,387,596	2,362,016	This company issues monthly reports of gross and net earnings, and a full annual report. The fiscal year ends with June. In '81-82 the net income was \$4,824,816, and total disbursements, including rentals and interest, \$4,689,808, leaving a surplus of \$135,008. For the 11 months, July 1, '82, to May 31, '83, the gross earnings were \$12,136,859 and net \$4,669,348, against \$4,226,992 in the same period of the previous year. In
Gen'l mort., gold, coup. or reg. 1930	10,361,000	6	I. & D.	1879-80	1,840	7,435,843	3,168,977	
Louisv. loan, main (no mort.) '86 & '87	850,000	6	A. & O.	1880-81	1,872	10,911,650	4,156,335	
Lebanon branch, Louisv. loan '85, '86	236,000	6 & 7	Various	1881-82	2,028	11,987,745	4,447,831	
Lebanon extens'n, Louisv. loan 1893	333,000	6	A. & O.					
\$1,500,000 Leb.-Knox. ext. M. 1931	Pledged.	6	M. & S.					
Cecilian Branch, 1st mort.....1907	1,000,000	7	M. & S.					
Consol. 1st mort.....1898	7,070,000	7	A. & O.					
2d mort. bonds, gold, coup.....1883	2,000,000	7	M. & N.					
Memph. & O., 1st M., ster., guar.1901	3,500,000	7	J. & D.					
Memph. & C. Br., 1st M., ster... 1902	2,171,840	6	F. & A.					

STOCKS, BONDS, AND INCOME.

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DESCRIPTION.	Amount Outstand- ing.	Rate per Year.	Periods	Fiscal Year.	Miles Oper- ated.	Gross Receipts.	Net Profits.	REMARKS.
Louisv. & Nashville—(<i>Continued</i>)—	\$					\$	\$	
Mort. on Ev. Hen. & N., gold...1919	1,600,000	6	J. & D.					1881-82 there was a loss of \$110,000 on the Georgia RR. lease, but the earnings of that road in this fiscal year have largely increased. The last dividend was 3 p. e. Feb., 1882. In April, 1883, two important connections were opened, viz.: the Knoxville branch, connecting with the East Tenn. Va. & Georgia, and the Pens. & Atlantic road, giving a through route from Savannah to New Orleans. The Pens. & Atlantic is a separate company and the bonds are not a direct liability of the L. & N. Co. The 3d mort. bonds of 1882 are secured by pledge of a large amount of stocks and bonds.
E. H. & N. deb., sec'd, 1st M. 18-2-84	605,000	6	A. & O.					
3d M. collateral trust, gold, s. rd. 1922	10,000,000	6	Q.—M.					
1st mort. on N. O. & Mobile RR. 1930	5,000,000	6	J. & J.					
2d mort. on N. O. & Mobile RR. 1930	1,000,000	6	J. & J.					
Bds. sec'd pledge 2d M.S. & N. Ala. 1910	2,000,000	6	A. & O.					
1st M., g., on S' east. & St. L., cp., rg 1921	3,500,000	6	M. & S.					
2d M., g., on S' east. & St. L. RR., cp. 1980	3,000,000	3	M. & S.					
Pensacola Div., 1st mort., gold 1920	600,000	6	M. & S.					
Mob. & Mon. Div., 1st. {	2,950,000	6	M. & N.					
Pen. & S. l. Div., 1st, r. { Pledg'd } 1931	1,248,000	6	M. & S.					
Pen. & Atl., M., guar. { } 1921	3,000,000	6	F. & A.					
Louisv. Cin. & Lex., 1st mort... 1897	2,900,000	7	J. & J.					
Louisv. Cin. & Lex., 2d M., comp. 1907	892,000	7	A. & O.					
L. & N.M. on L.C. & L., g., pledg'd. 1931	3,208,000	6	M. & N.					
Car trust liens 1883-89	2,000,000	6	A. & O.					
Louisville New Albany & Chicago—								
Stock	5,000,000	1879	288	696,631	99,974	In Aug., 1881, consolidated with Chicago & Indianapolis Air Line. In 1880 the Co. sold the \$3,000,000 of first mortgage bonds to the stockholders at 2 '.
1st mort. 1910	3,000,000	6	J. & J.	1880	290	836,252	242,908	
Chie. & Ind. Div., gold 1911	2,300,000	6	F. & A.	1881	380	947,654	230,571	
General mort. 1888	1,000,000	6	....	1882	390	1,382,974	373,437
Lowell & Framingham—								
Stock, common	500,000	1879-80	26	92,071	27,621	Leased to Old Colony RR. for 998 years.
Stock, pref.	500,000	5	J. & D.	1880-81	26	103,498	31,049	
1st mort. 1891	500,000	5	A. & O.	1881-82	26	122,462	36,738	
Maine Central—								
Stock	3,603,300	5	F. & A.	1879	355	1,515,536	594,557	On Oct. 1, '82, began to operate the European and North Am. road under lease, 114 miles. The ending of the fiscal year was changed in 1881 from Dec. 31 to Sept. 30. The income in 1881-82 was \$723,089; rentals paid, \$54,000; interest on bonds, \$569,542; dividends, \$71,-
1st mort., consol. 1912	3,905,500	7	A. & O.	1880	355	1,726,712	605,564	
Bds. (\$1,100,000 loan) A. & K. '90 to '91	1,100,000	6	M'thly	1880-81	351	1,885,735	612,378	
Extension bonds, 1870, gold ... 1900	496,500	6	A. & O.	1881-82	356	2,082,462	669,089	
Maine Cent. loan for \$1,100,000. 1898	756,800	7	J. & J.					
Leeds & Farmington RR. loan. 1891	633,000	6	J. & J.					
Androscog. RR., Bath City loan. 1891	425,000	6	Q.—J.					

STOCKS, BONDS, AND INCOME.

DESCRIPTION.	Amount Outstand- ing.	Rate per Year.	Periods	Fiscal Year.	Miles Oper- ated.	Gross Receipts.	Net Profits.	REMARKS.
Maine Central—(Continued)—	\$					\$	\$	
Portl. & Ken., 1st mort., ext'd ..1883	217,300	6	A. & O.					822; total disbursements, \$695,364; bal- ance, \$27,725.
Portl. & Ken., consol. mort. ....1895	1,166,700	6	A. & O.					
Manchester & Lawrence—								
Stock	1,000,000	10	M. & N.	1880-81	26	185,641	116,440	Formerly operated with the Concord RR. as one line, on a division of joint earn- ings. Ten per cent. dividends are paid.
				1881-82	26	199,848	100,199	
				1882-83	26	180,498	100,256	
Manhattan Beach—								
Stock	4,680,000	....	....	1878-79	23	296,161	77,048	A consol. in Feb., 1880, of several com- panies. In Dec., 1881, a lease of the N. Y. & Man. B. RR. was made to the L. I. RR. for 35 p. ct. of gross earn'gs, but \$97,500 is guaranteed.
N.Y. Bay Ridge & Jam. stock, guar.	300,000	7	Oct. 1	1879-80	23	324,792	84,879	
N.Y. & Man. Beach RR., 1st mort. 1897	500,000	7	J. & J.	1880-81	19	259,118	38,641	
Man. B. Imp. Co. (Lim.), mort. .. 1909	1,000,000	7	M. & S.					
N.Y. Bay R. & Jam. RR., 1st, guar. 1896	200,000	7	J. & J.					
Manhattan Elevated—								
Stock, common	13,000,000	....	....	1878-79	27.7	3,525,469	1,641,604	This Co. was formed to lease the two ele- vated railroads in N. Y. Stock, \$13,000,- 000. The leases were modified by the tripartite agreement of Oct., 1881, and the two preferred stock were issued in place of the stocks of the leased roads. Litigation followed.
Stock, 1st pref. 6 per ct. (cumulative)	6,500,000	6	Q.—J.	1879-80	32.4	4,612,975	1,968,650	
Stock, 2d pref. (not cumulative) }				1880-81	32.4	5,311,075	2,008,989	
Metropolitan Elevated, stock. }	6,500,000	6	Q.—J.	1881-82	32.4	5,973,633	1,785,619	
1st mort. 1908	10,818,000	6	J. & J.					
2d M. (guar by Manhattan) 1899	2,000,000	6	M. & N.					
N.Y. Elevated, 1st mort., gold .. 1906	8,500,000	7	J. & J.					
Marquette Houghton & Ontonagon—								
Stock, common	2,756,600	4	Feb. '83	1879	88	552,671	277,157	In Jan., 1883, consolidated with the H. & L'Anse RR., making the total stock \$2,756,600 com. and \$2,259,026 pref. A 4 p. ct. div. was paid in Feb., '83, on both. Traffic depends on iron ore trade.
Stock, pref.	2,259,026	4	Feb. '83	1880	88	771,538	405,719	
1st mort., Marq. & Ont., coup. 1892	1,427,500	8	J. & D.	1881	90	893,638	433,756	
M. H. & O. mort. 1908	576,200	6	M. & S.					
Bonds for extension, &c. 1923	988,000	6	J. & D.					
Massachusetts Central—								
Stock, common	3,500,000	....	....	No	report of earnings.			To be sold in foreclosure, 1883.
New gold mort. 1900	3,500,000	6	J. & J.					
Memphis & Charleston—								
Stock	5,412,725	....	....	1878-79	292	862,513	231,038	This road is yet operated by E. T. Va. & G., though there has been much skirmish- ing. In 1880-81 the expense of \$525,000 for steel rails, &c., reduced net earnings.
1st M., Ala. & Miss. Div. (ext.) .. 1915	1,264,000	7	J. & J.	1879-80	292	1,003,271	262,924	
2d mort. 1885	1,000,000	7	J. & J.	1880-81	330	1,342,082	def. 45,078	
Consol. mort., gold. 1915	1,958,000	7	J. & J.	1881-82	330	1,323,614	223,614	

STOCKS, BONDS, AND INCOME.

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DESCRIPTION.	Amount Outstand- ing.	Rate Per Year.	Periods	Fiscal Year.	Miles Oper- ated.	Gross Receipts.	Net Profits.	REMARKS.
Memphis & Little Rock—	\$					\$	\$	
Stock	1,500,000	8	1879	135	428,620	138,367	The company had a land grant of about 1,000,000 acres. It is controlled in the Gould interest.
1st M. (pay \$50,000 yearly)....1881-83	250,000	8	M. & N.	1880	135	658,852	303,999	
Gen'l M., ld. gr. (s. fd. \$10,000).1907	2,600,000	8	Jan.	1881	135	765,840	189,513	
				1882	135	704,961	45,947	
Mexican Central—								
Stock	32,000 p.m	1882	531	1,723,980	699,904	Jan., 1883, had built 646 miles. Subsidy from the Mexican Govt. is \$15,200 per mile on most of the lines.
1st mort. (\$32,000 per mile) ....1911	21,050,000	8	J. & J.					
Income (conv.), not cum., reg...1911	4,000,000	3	July 1.					
Mexican National—								
Stock	22,500,000	1882	440	1,007,852	151,205	Road building from Laredo to City of Mexico, 817 miles, with br., about 430 miles.
1st mort., gold.....1912	14,330,000	6	A. & O.					
Michigan Central—								
Stock	18,738,204	8	Q.—F.	1879	804	7,415,428	2,531,526	In Nov., 1882, a close contract was made with the Canada Southern for working its road by the M. C., and the division of net profits over all charges—one-third to C. S. and two-thirds to M. C. In 1882, dividends were 2 per cent; in 1883, 2 paid in February, and 3 declared for August. In 1882 income acc't showed net earnings, \$2,241,355; interest and dividends \$127,951—total income, \$2,-369,306. Disbursements—Rentals, \$184,310; interest, \$1,617,061; dividends, \$374,764; total, \$2,176,135; balance, surplus, \$193,171.
Consol. mort.....1902	8,000,000	7	M. & N.	1880	804	9,085,749	3,162,688	
Consol. mort.....1902	2,000,000	5	M. & N.	1881	949	8,934,332	2,017,926	
Mich. Air-Line mort.....1890	1,900,000	8	J. & J.	1882	1,013	9,041,032	2,184,996	
Do. 1st M., assumed by M. C.....1890	200,000	8	M. & N.					
M.C.bonds, M.on Gr.Riv.Val.RR,1909	500,000	6	M. & S.					
Kal.& So.Haven,1st mort., guar.1889	640,000	8	M. & N.					
Do. 2d mort., guar.....1890	70,000	8	M. & N.					
Gr. Riv. Val., 1st mort., guar....1886	1,000,000	8	J. & J.					
Det.& Bay City, 1st mort., end.1902-3	424,000	8	M. & N.					
Mort. on Detroit & Bay City RR.1931	3,576,000	5	M. & S.					
Jack. Lansing & Sag., 1st mort.....1885	1,106,000	8	J. & J.					
1st mort.....1885	171,000	8	J. & J.					
Consol. mort. on whole line....1891	1,943,000	8	M. & S.					
(Consol. mort. on whole line....1891	1,100,000	6	M. & S.					
Michigan & Ohio—								
Stock	(?)					About 150 miles completed, Toledo to Grand Haven. No information.
Bonds	(?)	....	....			
Milwaukee Lake Shore & Western—								
Stock, common	1,000,000	1880	250	427,751	154,487	The earnings have made much progress in past three years. In 1882, net receipts
Stock, pref.	5,000,000	....	....	1881	276	635,659	214,485

STOCKS, BONDS, AND INCOME.

DESCRIPTION.	Amount Outstand- ing.	Rate Per Year.	Periods	Fiscal Year.	Miles Oper- ated.	Gross Receipts.	Net Profits.	REMARKS.
Mil. Lake Shore & West.—(<i>Contin'd</i>)—	\$					\$	\$	
Northern Div., 1st mort.....1909	199,000	7	M. & S.	1882	326	90,157	331,113	were \$331,863; interest, \$199,071; in- crease bond interest, \$30,000; surplus, \$102,792.
Consol. mort., gold (\$5,000,000).1921	3,642,000	6	M. & N.					
Income bonds (not cumulative).1911	500,000	6	M. & N.					
Equipment bonds.....1892	170,000	8	J. & J.					
Milwaukee & Lake Winnebago—								
Stock, common.....	520,000	....	....			
Stock, pref., 6 per ct., cumulative.....	780,000	....	....			
1st mort., gold.....1912	1,430,000	6	J. & J.	Earn'gs	not	separately	reported.	Neenah to Schleisingsville, Wis., leased for 99 years to Wisconsin Central at 37½ per cent. of gross earnings.
Income bonds, gold (cumulative).1912	520,000	5	....				
Milwaukee & Northern—								
Stock.....	2,155,000	....	....	1879	119	383,251	136,033	Was leased to Wis. Central at 37½ p. c. of gross earnings, but lease terminated
1st mort.....1910	2,155,000	6	J. & D.	1880	126	470,861	175,033	Aug., 1882. Gross in 1882 includes rental
				1881	126	330,250	198,944	to Aug. 1st and earnings thereafter.
				1882	167	396,453	193,830	
Minehill & Schnylkill Haven—								
Stock.....	4,022,500	7	J. & J.	Earn'gs	not	separately	reported.	Leased to Phila. & Read. for 999 years.
Minneapolis & St. Louis—								
Stock, com. (\$12,000,000 authorized)	6,000,000	....	....	1879	123	471,314	186,640	The bonds of the mort. of 1907 numbered
Stock, pref. (\$8,000,000 autho ized)...	4,000,000	....	....	1880	368	819,558	256,650	from 1,101 to 1,400. (\$150,000), are
1st M., Minn. to Merriam June...1907	455,000	7	J. & J.	1881	506	1,071,183	265,805	guar. by the Bur. C. R. & N. The pro-
1st M., Mer'm June to State line.1927	950,000	7	J. & D.					The projected southwestern extension
1st M., Minn. to W.B. Lake, guar. 1907	280,000	7	M. & N.					runs from Ft. Dodge, Ia., towards Kan-
1st M., gold, coup., Al. L. to Ft.D.1909	1,015,000	7	J. & J.					sas City, Mo., 325 miles, with a branch to
Imp. and equip. M. corp.....1922	4,000,000	6	J. & D.					Council Bluffs, 140 miles. The control of
Mort. on Southwest'n extension.1910	636,000	7	J. & D.					this company is in the interest of Chi
Mort. on L. Superior extension..1910	246,000	7	J. & D.					Rock Island & Pac. The imp. and equip-
2d mort., incomes, 5 & 10 yrs.'86-'91	500,000	7	J. & J.					ment bonds may be paid off on 60 days
1st mort., gold, Pacific extens'n.1921	1,382,000	6	A. & O.					notice.
Mississippi & Tennessee—								
Stock.....	825,400	....	....	1878-79	100	373,687	169,955	From Grenada, Miss., to Memphis Tenn.,
1st mort., series "A".....1902	976,000	8	A. & O.	1879-80	100	525,489	269,379	100 miles. Fiscal year ends Sept. 30.
1st M., ser. "B" (a second lien)..1902	1,100,000	8	J. & J.	1880-81	100	492,186	194,346	Earnings depend much on cotton crop.
				1881-82	100	406,651	152,492	

STOCKS, BONDS, AND INCOME.

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DESCRIPTION.	Amount Outstand- ing.	Rate per Year.	Periods	Fiscal Year.	Miles Oper- ated.	Gross Receipts.	Net Profits.	REMARKS.
Missouri Kansas & Texas—	\$					\$	\$	
Stock	46,405,000	----	----	1879	786	3,650,608	1,349,525	May 18, 1881, a lease to the Missouri Pac. for 99 years was ratified, the lessee to operate the road and pay the obligatory mortgage interest, paying over the balance to the M. K. & T. If there is a deficit in income the lessee may advance money to pay interest, or if not, the M. K. & T. can resume possession of its road. The Int. & Gt. N. R. was acquired by M. K. & T. in May, 1881, by an exchange of two shares of M. K. & T. stock for one of Int. & Gt. Northern.
1st M. gold on r'd & P'd (U.P.S.Br.) 1899	2,242,000	6	J. & J.	1880	879	4,161,671	1,545,625	
1st mort., gold (Tobo & Neosho). 903	349,000	7	J. & D.	1881	1,207	5,620,596	1,911,673	
Consol. M., g., on road & Ind. 1904-1906	14,770,000	7	F. & A.	1882	1,374	6,657,226	2,281,181	
2d mort., incomes, cumulative.. 1911	8,100,000	6	A. & O.					
Booneville Bridge, gold, guar. 1906	914,000	7	M. & N.					
Gen'l cons. M., gold (\$45,000,000) 1920	12,230,000	6	J. & D.					
East Line & Red River	440,000	6	J. & D.					
Han. & Cent. Missouri, 1st mort. 1890	768,000	7	M. & N.					
Income bonds scrip.	2,280,000	6	----					
Internat. & Gt. No., 1st M., gold. 1919	7,954,000	6	M. & N.					
2d mort.	7,054,000	6	M. & S.					
Missouri Pacific—								
Stock	30,000,000	7	Q.—J.	1879	421	3,922,893	1,614,312	This Co. was a consolidation in Aug., 1880. The St. L. I. M. & S. stock was taken up with Mo. Pac. in May, 1881, on the basis of three shares of Mo. Pac. for four shares of St. L. & I. M., and the latter is held by Mo. Pac. The lease of Wabash stock was made in May, 1883. In the annual report of Mo. Pac. for 1882, the income account was as follows: Surplus earnings, 1882, \$3,766,982; Wal. & C. T. & Ferry Co., earnings \$46,456; div. received, &c., \$526,662; sundry amounts received, \$127,433—total income, \$4,467,535. To int. on bonds, \$1,598,389; taxes, \$148,573; rental acct. leased lines, \$96,000; div. paid, \$1,946,419; sundry amounts paid, \$100,746—total disbursements, \$3,890,130.
1st mort., gold	7,000,000	6	F. & A.	1880	707	5,348,292	1,928,817	
2d M., (s. id. \$50,000 per annum) 1891	2,573,000	7	J. & J.	1881	785	8,640,958	4,360,837	
Real estate (depot) bonds	800,000	8	M. & N.	1882	990	8,795,170	4,122,213	
Debt to St. Louis Co. (no bonds). 1885	700,000	7	Mont'y					
3d mort.	3,828,000	7	M. & N.					
Consol. mort., gold (\$30,000,000) 1920	9,200,000	6	M. & N.					
Carondelet Branch, 1st mort.	245,000	6	A. & O.					
Missouri River R.R., 1st mort.	205,000	7	J. & J.					
Leav. Atch. & N.W., 1st M., guar. 1889	190,000	7	A. & O.					
St. Louis & Lexington, 1st mort. 1920	650,000	5	F. & A.					
St. L. I. M. & So., 1st mort., coup. 1892	4,000,000	7	F. & A.					
2d mort., gold, c. may be reg. 1897	6,000,000	7	M. & N.					
Ark. Br., 1st M., gold, ld. gr. 1895	2,500,000	7	J. & D.					
Ca. A. & T., 1st, gold, cp. or reg. 1897	1,450,000	7	J. & D.					
Cairo & Fult., 1st, g., on rd. & ld. 1891	7,657,000	7	J. & J.					
Gen'l consol. M. (\$32,036,000) 1931	10,353,000	5	A. & O.					
Gen'l consol. M. supplemental. 1931	3,311,000	5	A. & O.					
Mobile & Montgomery—								
Stock	3,022,517	----	----	1880-81	180	954,342	229,484	In Nov., 1879, \$1,550,000 of the stock was purchased in the int. of Louisv. & N. RR
				1881-82	180	987,534	264,378	

STOCKS, BONDS, AND INCOME.

DESCRIPTION.	Amount Outstand- ing.	Rate Per Year.	Periods	Fiscal Year.	Miles Oper- ated.	Gross Receipts.	Net Profits.	REMARKS.
Mobile & Ohio—	\$					\$	\$	
Stock	5,320,600	1878-79	506	1,830,620	379,468	A default was made May 1, 1874, and trustees took possession May 8, 1875. Reorganization followed. The debenture holders control the company. In 1882 two per cent was paid on the first pref. debentures.
New mort., principal pay in gold 1927	7,000,000	6	J. & D.	1879-80	506	2,284,616	824,966	
1st pref. inc. & s. fd. debts., not cum..	5,300,000	7	Yearly.	1880-81	506	2,377,817	815,331	
2d pref. inc. & s. fd. debts., not cum..	1,850,000	7	Yearly.	1881-82	527	2,164,274	562,129	
3d pref. inc. & s. fd. debts., not cum..	600,000	7	Yearly.					
4th pref. inc. & s. fd. debts., not cum..	900,000	7	Yearly.					
Cairo extens'n (Ky. & Tenn. RR.) 1892	600,000	6	J. & J.					
Morgan's Louisiana & Texas—								
Stock	5,000,000	1879-80	166	2,915,362	954,014	In Feb., 1883, the whole stock of \$5,000,000 was sold to the South. Pac. syndicate.
1st mort., gold (N. O. to M. City) 1918	5,000,000	7	A. & O.	1880-81	216	3,224,401	1,180,450	
1st mort., Alexan'a exten., gold. 1920	1,800,000	6	J. & J.	1881-82	249	4,188,622	.....
Morr's & Essex—								
Stock	15,000,000	7	J. & J.	1879	121	3,515,009	1,559,355	In 1868 this road was leased in perpetuity to the Del. Lac ^r . & W. RR. The lessees assume all liabilities of the Mor. & Essex RR. and pay 7 per cent per annum on the capital stock. The deficit to lessee in 1879 was \$900,701; in 1880, \$1,012,416; in 1881, \$985,890; in 1882, about \$990,000.
1st mort., sinking fund	5,000,000	7	M. & N.	1880	121	3,823,652	1,446,193	
2d mort.	2,999,000	7	F. & A.	1881	132	4,246,657	1,647,020	
Convertible bonds	284,000	7	J. & J.	1882	132	4,262,901	1,630,959	
Gen'l & 1st on Boon.Br., &c., gua. 1901	4,991,000	7	A. & O.					
Consol M. (\$25,000,000), guar. 1915	5,994,000	7	J. & D.					
Special real estate mort. var's		7	Various					
Real estate, termin'l mort., guar. 1912	3,345,000	4½	J. & J.					
Nashua & Lowell—								
Stock	800,000	8	M. & N.	1878-79	54	124,948	Leased for 100 years to the Boston & Lowell. The rental is \$60,000 per year. Dividends are 8 per cent. Net profits from all sources are here given.
Bonds	200,000	6	F. & A.	1879-80	54	.....	75,350
Bonds, gold	100,000	5	J. & J.	1880-81	54	.....	84,539
				1881-82	54	.....	64,762
Nashville Chattanooga & St. Louis—								
Stock	6,670,331	1878-79	454	1,736,723	715,134	The profits here are the earnings, less operating expenses. Large amounts have been expended for improvements and deducted from the earnings. In 1880-81 paid 3 per cent dividend and in 1881-82 paid 1½ per cent., but nothing since. Stock is controlled by Louisville & Nashville.
Bonds endorsed by Tenn. 1881 to '86	402,000	6	J. & J.	1879-80	508	2,099,155	914,407	
1st mort. (\$6,800,000), coup. 1913	5,894,000	7	J. & J.	1880-81	521	2,256,186	878,009	
2d mort. 1901	1,500,000	6	J. & J.	1881-82	539	2,074,583	833,592	
N.C. & St. L., mort. on branches. 1917	398,000	6	J. & J.					
1st mort. on Lebanon Branch. 1917	300,000	6	J. & J.					
1st mort. for Jasper Branch. 1907	90,000	8	J. & J.					
Duck River, 2d mort., endorsed. 1909	65,000	6	M. & N.					

STOCKS, BONDS, AND INCOME.

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DESCRIPTION.	Amount Outstand- ing.	Rate Per Year.	Periods	Fiscal Year.	Miles Oper- ated.	Gross Receipts.	Net Profits.	REMARKS.
Nashville & Decatur—	\$					\$	\$	
Stock, common, guar.....	1,356,632	6	J. & D.	1878-79	119	728,653	323,103	Leased to the L. & N. RR. for 30 years from July 1, 1872, at a rental of 6 per cent on stock.
1st mort., guar. sinking fund.....1900	1,900,000	7	J. & J.	1879-80	119	886,400	413,253	
2d mort., income.....1887	178,000	6	A. & O.	1880-81	119	1,023,498	343,258	
				1881-82	119	1,001,609	331,361	
Nesquehoning Valley—				Earn'gs	not	separately	reported.	Leased to the Lehigh C. & Nav. Co. at 7 p.c.
Stock.....	1,300,000	7	M. & S.					
Nevada Central—								
Stock.....	1,000,000	1881	94	147,558	19,952	Battle Mountain to Ledlie, Nev., and branch, 93 miles; Sidney Dillon, Pres t.
1st mort., gold (s. fd. \$20,000)...1904	1,000,000	6	A. & O.	1882	94	110,440	13,732	
Newark Somerset & Straitsville—								
Stock, common.....	795,400	1878-79	44	129,739	45,661	Leased to Sandusky Mansf. & Newark till 1886, and operated by the Baltimore & Ohio at 30 per cent on gross earnings.
Stock, pref.....	218,200	....	....	1879-80	44	224,649	88,259
1st mort., 1889.....	800,000	7	M. & N.	1880-81	44	177,304	41,548	
				1881-82	44	188,937	13,078	
New Jersey Southern—								
Stock.....	1,590,600					The Central of New Jersey assume these bonds of 1899, and the road is now operated as a part of the Central N. Jersey.
1st M. (int. guar. by N.Y. & L.R.)...1899	1,449,600	6	J. & J.	1882	70	426,156	20,628	
L'g Br'ch & Sea Sh., 1st M. guar. 1899	200,000	7	J. & D.					
New London Northern—								
Stock.....	1,500,000	6	Q.—J.	1878-79	100	500,492	172,816	Is operated under lease by the Central Vermont RR. at \$155,000 per year. Net profits here are the rental and miscellaneous receipts.
1st mort.....1885	300,000	6	A. & O.	1879-80	109	591,347	183,546	
2d mort.....1892	387,500	7	J. & D.	1880-81	121	611,043	224,983	
Consol. mort. (\$1,500,000).....1910	812,000	5	J. & J.	1881-82	121	587,384	228,037	
New York Central & Hudson River—								
Stock.....	89,428,300	8	Q.—J.	1878-79	1,000	28,396,583	10,344,246	This company was formed by a consolidation of the New York Central and the Hudson River railroads October 1, 1869. The 80 p. ct. scrip div. was made Dec., 1868, and on the consolidation 27 scrip to N. Y. C. and 85 to H. R.
Premium bonds (N.Y.C.) ext...1893	6,632,300	5	M. & N.	1879-80	993	33,175,939	13,392,107	
Renewal bonds.....1887	2,391,000	6	J. & D.	1880-81	993	32,348,395	10,742,418	
2d mort., sink. fd. (Hud. Riv.)...1885	1,422,900	7	J. & D.	1881-82	993	30,628,782	8,994,006	
New M. { \$30,000,000 } cp. or rg. 1903	27,465,000	7	J. & J.					
{ £2,000,000 } cp. or rg. 1903	9,733,333	6	J. & J.					
New York Chicago & St. Louis—								
Stock, common.....	28,000,000					This road (Nickle-plate) was opened late in 1882; 124,800 shares of com. stock 140,500 of pref. stock were bought by
Stock, pref.....	22,000,000	....	....			
1st M. (\$15,000,000), cp. or rg...1921	15,000,000	6	J. & D.					

STOCKS BONDS, AND INCOME.

DESCRIPTION.	Amount Outstand- ing.	Rate Per Year.	Periods	Fiscal Year.	Miles Oper- ated.	Gross Receipts.	Net Profits.	REMARKS.
N. Y. Chic. & St. Louis—(Continued)—	\$					\$	\$	
2d mort. (\$10,000,000).....1923	3,000,000	6	M. & S.					
Equipment bonds.....1888 to '95	4,000,000	7	J. & J.					Lake Shore & Michigan Southern, giving full control.
New York City & Northern—								
Stock.....	2,990,000	....	....	1880-81	53	109,212	def.1,782	From 157th st., N. Y. City, to Danbury, Conn., 62 miles. Defaulted May 1, '82, and re-organization pending.
General mort.....1910	3,685,000	6	M. & N.					
2d mort. (\$2,000,000).....1911	(?)	6	....				
New York & Greenwood Lake—								
Stock.....	100,000	....	....	1880	42	133,452	def.21,619	The N. Y. Lake E. & West. control and operate it. No interest earned.
1st mort.....1908	900,000	7	F. & A.	1881	58	154,356	def.74,388	
2d mort.....1908	1,800,000	7	M. & S.	1882	62	175,100	7,891	
New York & Harlem—								
Stock, common.....	8,500,000	10	J. & J.					
Stock, pref.....	1,500,000	10	J. & J.	Earn'gs	not	separately	reported.	Leased to the N. Y. Central & Hudson at 8 per cent on the stock. The Fourth avenue horse RR. yields 2 p. c. extra.
Con. mort. (\$12,000,000) cp. or reg.1921	11,100,000	7	M. & N.					
New York Lackawanna & Western—								
Stock, guar.....	10,000,000	5	Q.—J.					Leased to Del. Lack. & West. for interest on bonds and 5 per cent on stock.
1st mort., coup. or reg.....1921	12,000,000	6	J. & J.					
New York Lake Erie & Western—								
Stock, common.....	77,087,600	....	....	1878-79	928	16,355,336	3,615, 78	This company since its reorganization in 1878 has expended a large amount in improvements and new roads. It has a New England connection at Newburg, and in 1883 has leased the N. Y. Penn. & O., and opened the Chicago & Atlantic line to Chicago, giving a complete route from New York to Chicago, of which the results are yet to be determined. The gross receipts here are from all sources, and the net profits show the actual profits over all yearly charges, applicable to payment of interest and dividends.
Stock, pref.....	7,987,500	6	yearly.	1879-80	1,009	19,477,065	6,112,777	
1st mort. (extended).....189	2,482,000	7	M. & N.	1880-81	1,000	21,559,911	6,542,227	
2d mort., conv. (extended).....1919	2,149,000	5	M. & S.	1881-82	1,060	20,764,429	6,009,429	
3d M. (to be ext. at 4½ per ct.).....1883	4,852,000	7	M. & S.					
4th mort., conv. (extended).....1920	2,926,000	5	A. & O.					
5th mort., convertible.....1888	709,500	7	J. & D.					
Buffalo Branch.....1891	182,600	7	J. & J.					
Long Dock Co. mort.....1893	3,000,000	7	J. & D.					
1st consol. mort., gold.....1920	16,656,000	7	M. & S.					
1st consol. mort., fund. cp. bonds.1920	3,704,628	7	M. & S.					
Reorganization 1st lien, gold.....1908	2,500,000	6	M. & N.					
N. Y. L. E. & W., 2d cons. M., g.....1969	33,537,000	6	J. & D.					
Incomes (non cumulative).....1977	508,008	6	J. & D.					
Trust bonds, with collaterals.....1922	5,000,000	6	M. & N.					

STOCKS, BONDS, AND INCOME.

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DESCRIPTION.	Amount Outstand- ing.	Rate Per Year.	Periods	Fiscal Year.	Miles Oper- ated.	Gross Receipts.	Net Profits.	REMARKS.
New York & New England—	\$					\$	\$	
Stock (\$20,000,000 authorized)	16,502,000	----	----	1878-79	285	1,971,535	464,953	This Co. is successor of the Bost. Hart. &
1st mort., new	4,000,000	6	J. & J.	1879-80	316	2,364,316	708,461	E. Much is expected of the through busi-
1st mort., new	6,000,000	7	J. & J.	1880-81	412	2,806,368	805,647	ness <i>via</i> Newburg. Earnings in 1883
2d mort.	3,000,000	6	F. & A.	1881-82	412	3,454,958	888,345	show a decrease.
New York New Haven & Hartford—								
Stock	15,500,000	10	J. & J.	1878-79	152	3,933,594	1,691,660	Had no funded debt but that of Harlem &
1st Mort. for \$5,000,000	2,000,000	4	J. & D.	1879-80	152	4,294,235	1,694,986	Port Chester, but in 1883 a mortgage of
Harlem & Port Ch'r, 1st M., gua.	2,000,000	6 & 7	A. & O.	1880-81	152	5,027,316	2,034,214	\$5,000,000 has been authorized for im-
2d mort., coup. or reg.	1,000,000	4	J. & D.	1881-82	203	5,937,807	1,869,688	provements of line.
New York Ontario & Western—								
Stock, common	58,113,982	----	----	1878-79	345	523,592	35,714	This Co. is closely allied with the N. Y. W.
Stock, pref.	2,000,000	6	Yearly.	1879-80	345	583,212	17,498	Shore & Buffalo. In March, 1883, 12 p.
				1880-81	345	925,045	217,544	ct. dividends for two years were paid on
				1881-82	345	1,036,564	188,291	preferred stock.
New York Pennsylvania & Ohio—								
Stock, common	35,000,000	----	----	1880	558	5,293,544	1,017,505	From May 1, 1883, leased to N. Y. L. E. &
Stock, pref.	10,000,000	----	----	1881	565	5,515,233	776,732	W. The lessee is to pay the minimum
Prior lien, gold, & and £.	8,000,000	6	M. & S.	1882	565	5,866,342	968,885	sum of \$1,757,055 yearly; the rental will
1st M., gold, lines, till July '93 & £ 1905	8,371,000	7	J. & J.					be 32 p. ct. of all gross earnings up to
2d mort., incomes, \$ and £.	14,500,000	5	M. & N.					\$6,000,000. Special improvements are
3d mort., incomes, \$ and £.	30,000,000	5	M. & N.					not deducted here from earnings.
New York Providence & Boston—								
Stock	3,000,000	8	Q.—F.	1878-79	63	784,625	318,656	Owens a majority interest in the Prov. &
1st mort.	1,000,000	7	J. & J.	1879-80	72	854,072	349,096	Ston. Steamship Line, which has a capital
1st mort.	300,000	4	A. & O.	1880-81	72	957,717	355,245	of \$1,400,000. Pays 8 per ct. regularly.
				1881-82	72	1,065,650	375,079	
New York Susquehanna & Western—								
Stock, common	13,000,000	----	----	1881	85	640,851	216,424	This was formerly the Midland of New Jer-
Stock, pref. (7 per ct., cumul.)	8,000,000	----	----	1882	147	725,957	247,956	sey. In 1882 opened to Gravel Place on
New mort. (\$2,500,000)	500,000	6	J. & J.					D. L. & W. line in Pennsylvania, and large
1st mort., Midland of N. J.	3,500,000	6	A. & O.					coal business is expected. A consider-
Mort. on Paterson Extension	250,000	6	J. & D.					able amount of the Midland securities
Debentures	600,000	6	F. & A.					remain to be exchanged.

STOCKS, BONDS, AND INCOME.

DESCRIPTION	Amount Outstand- ing.	Rate Per Year.	Periods	Fiscal Year.	Miles Oper- ated.	Gross Receipts.	Net Profits.	REMARKS.
New York Texas & Mexican—	\$					\$	\$	
Stock	2,000,000	----	----					Completed 92 miles S. W. from Rosenberg Tex.
Mort. (\$22,850 per mile), g., l.gr. 1912	2,103,000	6	A. & O.	No	report of earnings.			
New York West Shore & Buffalo—								
Stock, common	40,000,000	----	----					Opened N. Y. to Albany July, 1883, and to Buffalo probably in Fall of 1883.
1st mort., gold, coup. or reg. 1931	50,000,000	5	J. & J.					
Norfolk & Southern—								
Stock, common	1,000,000	----	----					Formerly the Eliz. City & Norfolk. Name changed Feb. 1, 1883. From Norfolk, Va., to Edenton, N. C., 75 miles.
1st mort., gold	900,000	6	M. & S.		No reports yet.			
2d mort., income (cumulative) .. 1970	1,000,000	6	Yearly.					
Sinking fund debenture certs. 1892	250,000	6	A. & O.					
Norfolk & Western—								
Common stock	7,000,000	----	----	1879	428	1,749,614	762,877	Dec. 31, 1882, total operated, 428 miles; under construction, 135 miles. In Jan., 1883, common stock was increased by \$4,000,000 to exchange for Shenandoah Valley RR. stock, and a close working contract was made with that Co. Paid 4 per cent. on preferred stock in 1882, but dividend was passed June, 1883, and income to be applied to floating debt.
Pref. (6 per cent) stock	15,000,000	4	in '82	1880	428	2,064,194	966,510	
General mort., gold	6,500,000	6	M. & N.	1881	428	2,267,289	1,104,056	
1st mort., gold, on New Riv. Div. 1932	2,000,000	6	A. & O.	1882	466	2,429,740	1,107,163	
Car trust	552,400	----	M'nthly					
Norfolk & Petersb., 2d mort. 1893	496,000	8	J. & J.					
South Side, 1st pf., consol. mort. '84-90	703,000	8	J. & J.					
2d pref., consol. mort., guar. '84-90	581,300	6	J. & J.					
3d pref., consol. mort. '96-1900	452,800	6	J. & J.					
Va. & Tenn., enlarged mort. 1884	990,000	6	J. & J.					
4th mort. 1900	1,000,000	8	J. & J.					
North Pennsylvania—								
Stock, guar. 1885	4,399,750	8	Q.—F.	1879-80	88	-----	755,568	In 1879 leased to Phila. & Read. for int. on bonds and 6 to 7 p. ct. on stock till '83 and 8 thereafter. The rental is here given as profits.
1st mort. 1885	1,930,500	6	J. & J.	1880-81	88	-----	797,367	
2d mort. 1896	1,500,000	7	M. & N.	1881-82	88	-----	814,377	
General mort. bonds	2,569,500	7	J. & J.					
Bonds sec'd by \$1,200,000 stock. 1905	1,200,000	3	M. & S.					
Northeastern (S. C.)—								
Stock, common	899,350	----	----	1875-79	102	346,268	135,364	Has paid interest regularly on bonds and preferred stock, and in March, 1883, paid 6 per cent on common stock.
1st mort. 1899	820,000	8	M. & S.	1879-80	102	404,894	185,659	
2d mort. 1899	322,000	8	M. & S.	1880-81	102	424,759	153,803	
Consol. mort., gold	1,836,000	6	J. & J.	1881-82	102	560,229	206,146	

STOCKS, BONDS, AND INCOME.

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DESCRIPTION.	Amount Outstand- ing.	Rate per Year.	Periods	Fiscal Year.	Miles Oper- ated.	Gross Receipts.	Net Profits.	REMARKS.
Northern Central—	\$					\$	\$	
Stock	6,500,000	8	J. & J.	1879	322	4,457,249	1,074,306	Operated in Pa. RR. interest. In April, 1882, purchased \$600,000 of the stock of Union RR. in Baltimore. Income account in 1882 was: Net income, \$2,241,820. Disbursements Rentals, \$477,256; interest, \$880,875; dividends, (7) \$444,272; miscellaneous, \$154,270—total disbursements, \$1,956,666. Balance, surplus, \$285,147.
1st mort., State (Md.) loan, irredeem.	1,500,000	6	Q.—J.	1880	322	5,346,696	1,525,497	
2d mort., coup., sinking fund. 1885	1,490,000	6	J. & J.	1881	322	5,704,900	1,391,143	
3d mort., coupon. 1900	1,126,000	6	A. & O.	1882	322	6,084,143	1,610,294	
Consol. mort., gold, coupon. 1900	2,599,000	6	J. & J.					
Consol. mort., gold, reg. 1900	205,000	6	A. & O.					
Consol. gen'l. gold, s. fd., cp., \$ or £ 1904	4,558,000	6	J. & J.					
2d general mort., "A," coup. 1926	2,901,000	5	J. & J.					
2d general mort., "B," coupon. 1926	1,000,000	5	J. & J.					
Union RR., 1st mort. 1895	783,000	6	J. & J.					
2d mort., gold. 1900	600,000	6	M. & N.					
Northern of New Hampshire—								
Stock	3,068,400	6	J. & D.	1879-80	83	439,006	112,439	Earnings well maintained. Dividends, 6 per cent.
				1880-81	83	500,016	102,223	
				1881-82	83	528,404	122,729	
				1882-83	83	583,628	167,550	
Northern Pacific—								
Pref. stock (8 per ct., not cum.)	41,909,132	1879-80	722	2,230,182	709,088	In June, 1883, about 150 miles remained to complete the through line. In Feb., 1881, a controlling interest in the stock was purchased, and is held by the Oregon & Transcontinental Co. 11 1-10 p. ct. in scrip paid on pref. stock in Jan., 1883.
Common stock	49,000,000	....	....	1880-81	754	2,994,519	969,130
Mort. and ld. gr. bonds, Mo. Div. 1919	2,123,000	6	M. & N.	1881-82	1,298	5,430,305	1,857,466	
Mort. and ld. gr. bds., P.d'O. Div. 1919	3,411,400	6	M. & S.					
Consol M. lgr. gold, \$25,000 p.m. 1921	30,000,000	6	J. & J.					
Dividend certificates. 1888	4,667,490	6	Jan.					
Norwich & Worcester—								
Stock, common.	2,604,400	10	J. & J.	1878-79	66	714,894	287,522	Leased to New York & New England RR. Co. at 10 per cent on stock. The lessee has the option to terminate the lease.
New bonds, coup. 1897	400,000	6	M. & S.	1879-80	66	741,968	286,198	
				1880-81	66	799,714	300,467	
				1881-82	66	848,861	331,391	
Ogdensburg & Lake Champlain—								
Stock	3,077,000	1879-80	122	523,534	132,359	There was a change of policy in 1880, and the road is earning a moderate balance over mortgage interest.
Sinking fund bonds. 1890	371,000	8	M. & S.	1880-81	122	592,021	195,476	
Mort. bonds (redeem. July, '90). 1897	600,000	6	J. & J.	1881-82	122	619,228	170,855	
Consol. mort. bonds (\$3,500,000) 1920	1,403,610	6	A. & O.	1882-83	122	653,720	184,847	
Income bonds, not cumulative. 1920	998,650	3 & 6	A. & O.					

STOCKS, BONDS, AND INCOME.

DESCRIPTION.	Amount Outstand- ing.	Rate per Year.	Pe. iods	Fiscal Year.	Miles Oper- ated.	Gross Receipts.	Net Profits.	REMARKS.
Ohio Central—	\$					\$	\$	
Stock	22,000,000	---	---	1880-81	230	336,142	117,136	In 1880-81 earnings for eight months only.
1st mort., gold	1920 3,000,000	6	J. & J.	1881-82	230	907,364	356,071	In Jan., '82, consolidation was made with the At. & Northwestern of Va., and the line is nearly completed to Charleston, W. Va., making the consolidated road about 400 miles in all. The River Division, from Corning to Charleston, is about 150 miles.
Income bonds (non-cumulative) 1920	3,000,000	7	---					
Terminal mortgage bonds	1920 600,000	6	J. & J.					
1st mort., Mineral Div.	1921 300,000	6	J. & J.					
Incomes, Mineral Div.	1921 300,000	7	J. & J.					
1st M., Riv. Div., gold, ep. or rg. 1922	7,000,000	6	M. & S.					
1st M., Riv. Div., gold, incomes. 1922	4,000,000	6	---					
Ohio & Mississippi—								
Stock, common	20,000,000	---	---	1879	616	3,502,239	1,051,419	On Nov. 17, 1876, the company was placed in the hands of receivers; in Oct., 1881, Jno. M. Douglas was appointed receiver.
Pref. stock (7 per cent yearly, cum.) ...	4,030,000	---	---	1880	616	4,376,310	1,256,709	A suit was begun to annul the purchase of the Springfield Div. in 1875 as fraudulent. Preferred stock has prior right to a cumulative dividend of 7 per cent, but the cumulative right to dividends in past years is litigated.
Income and fd. debt bds. (ext. '82, '83)	174,000	7	A. & O.	1881	616	4,074,107	959,053	
1st con. M. (\$3,445,000 are s. f.) 1893	6,688,000	7	J. & J.	1882	616	4,225,499	1,061,663	
Consol. mort., sterling	1898 112,000	6	J. & J.					
2d consol. sink. fd. mort.	1911 3,829,000	7	A. & O.					
Debenture s.f.d. bds. (\$1,000,000) 1883	140,000	7	M. & N.					
Sp. Div. (Sp. & Ill. S.E.), 1st mort. 1905	2,009,000	7	M. & N.					
West. Div. extended	1884 97,000	6	J. & J.					
Ohio Southern—								
Stock	3,840,000	---	---	1881	120	218,491	76,658	Earnings in 1881 for nine months. The road will extend from Springfield, O., to Rockwood, on Ohio River.
1st mort. (\$15,000 per mile)	1921 1,920,000	6	J. & D.	1882	135	359,283	120,499	
2d mort., income (\$15,000 per m.) 1921	1,920,000	6	J. & D.					
Old Colony—								
Stock	9,840,852	7	J. & J.	1878-79	403	2,844,574	802,373	The Wollaston expenses in 1878-9 are not deducted from earnings. In March, '83, consolidation with the Boston Clinton Fitchburg & New Bedford was made, which had previously been leased, and an increase in stock to \$12,000,000 was voted.
Bonds (not mort.,) coup.	1884 32,000	5	M. & S.	1879-80	454	3,571,929	873,263	
Bonds (not mort.,) coup. & reg. 1894	1,692,000	7	M. & S.	1880-81	456	3,807,623	904,204	
Bonds (not mort.,) coup. & reg. 1895	500,000	6	J. & D.	1881-82	470	4,203,756	933,157	
Bonds (not mort.,) coup. & reg. 1896	1,100,000	6	M. & S.					
Bonds (not mort.,) coup. & reg. 1897	2,000,000	6	F. & A.					
B. C. F. & N.B., 1st M., Agricul. Br. 1884	400,000	6	J. & J.					
Mort. bonds, 1869-70	1889-90 552,000	7	J. & J.					
Bonds	1894 400,000	7	J. & D.					
Equipment notes	1883-85 350,000	6	Various					
Bonds, guar. by lease to Old C. 1910	1,965,000	5	J. & J.					

STOCKS, BONDS, AND INCOME.

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DESCRIPTION.	Amount Outstand- ing.	Rate per Year.	Periods	Fiscal Year.	Miles Oper- ated.	Gross Receipts.	Net Profits.	REMARKS.
Oregon & California—	\$					\$	\$	
Stock, common.....	7,000,000	1880	306	504,694	117,011	Leased to O. T. Co. for 999 years; rental is payment of fixed charges and \$300,000 p. annum. Land receipts in '82-3, \$47,359.
Stock, pref.....	12,000,000	2½	Yearly.	1881	306	788,488	314,586	
1st mort., gold.....1921	6,000,000	6	J. & J.	1882-83	323	1,016,496	288,117	
Oregon Railway & Navigation Co.—								
Stock.....	18,000,000	10	Q.—F.	1880-81	250	3,971,744	1,908,360	This company has raised its required funds mostly by stock.
Mort. bonds, gold.....1909	5,851,000	6	J. & J.	1881-82	487	5,128,705	2,403,104	
Oregon Short Line—								
Stock.....	25,000 p.m	Earn'gs	not	separately	reported.	A 500-mile feeder of Union Pacific.
1st mort., gold, int. guar.....1922	8,000,000	6	F. & A.					
Oregon & Transcontinental—								
Stock (for \$50,000,000).....	40,000,000	6	Q.—J.	No re	port	of receipts.		This corporation holds control of the North- ern Pac. and Oregon R. & Nav. Co. stocks.
Trust bds., gold (1st M. collat'l).....1922	6,000,000	6	M. & N.					
Oswego & Syracuse—								
Stock (guar.).....	1,320,400	9	F. & A.	1879-80	35	387,364	186,856	Leased in 1868 to the Dela. Lack. & West. RR. Co. at 9 per cent per year on stock, and interest on bonds.
Mort. bonds.....1885	62,000	7	M. & N.	1880-81	35	410,422	173,495	
Consol. M. (guar. by D. L. & W.) 1907	414,000	7	M. & S.	1881-82	35	477,254	199,021	
Panama—								
Stock.....	7,000,000	(?)	Q.—Feb.	1879	48	2,156,366	1,391,810	In June, 1881, most of the stock was sold to parties in the DeLesseps Panama Canal. In 1880 div. was 16; in 1881 34'26; in 1882 12½; and Jan., '83, 6½.
Gen'l M. (ster'l'g) £1,000,000 '84 to '97	3,989,000	7	A. & O.	1880	48	2,111,007	1,373,006	
Sinking fund subsidy, gold.....1910	2,908,000	6	M. & N.	1881	48	2,371,368	1,802,009	
				1882	48	2,454,345	1,577,846	
Pennsylvania—								
Stock.....	90,419,378	8	M. & N.	1879	1,092	24,249,883	9,502,057	The Penna. RR. receipts and expenses cover numerous items, and the total year- ly receipts from all sources (except sale of securities) are here given; the "net profits" represent the actual surplus for interest and dividends, after deducting all annual charges, but not the \$600,000 to trust fund. May div. in '83 at rate of 8.
Gen'l M., Ph. to Pittsb., coup.....1910	19,999,760	6	Q.—J.	1880	1,120	29,772,206	12,560,811	
State lien.....pay \$460,000 annually	3,275,909	5	A. & O.	1881	1,170	31,370,633	12,724,519	
Consol. mort., coup. (sfd. 1 p.c.) 1905	28,041,250	6	Q.—M.	1882	1,264	34,810,270	13,316,093	
Consol. mort., gold.....1909	5,000,000	5	J. & D.					
Bonds, reg. (P.W. & B. st'k as collat.) 1921	9,571,000	4	J. & J.					
Coll. Trust loan.....1913	5,000,000	4½	.....				
Car trust certificates.....	6,117,000	5	Quar.					
Navy Yard bonds, reg. (extend'd) 1901	1,000,000	5	J. & J.					
Pennsylvania Company—								
Stock.....	20,000,000	4	Yearly.	1879	2,451,185	1,607,595	This Co. operates the Pa. lines west of Pitts- burg and Erie. These are receipts from
Reg. bonds (sec'd by P.Ft.W.stk.) 1907	3,200,000	6	Q.—J.	1880	....	3,401,439	2,915,684

STOCKS, BONDS, AND INCOME.

DESCRIPTION.	Amount Outstand- ing.	Rate per Year.	Periods	Fiscal Year.	Miles Oper- ated.	Gross Receipts.	Net Profits.	REMARKS.
Pennsylvania Co.—(Continued)—	\$					\$	\$	
Bonds, g., sec. by pledge, &c., gu 1921	12,500,000	4½	J. & J.	1881 1882	.... ....	4,074,508 2,990,827	3,329,022 2,488,573	all sources, and the profits are net ap- plicable to interest and dividends.
Pennsylvania & N.Y. Canal & RR.—								
Stock, common.....	1,061,700	....	....	1878-79	95	1,322,938	574,547	From Wilkesbarre, Pa., to N. Y. State Line,
Stock, pref.....	4,000,000	....	....	1879-80	95	1,691,848	915,133	104 miles. Branches to mines, 16 miles.
1st mort., guar.....1896	1,500,000	7	J. & D.	1880-81	95	2,244,085	1,000,706	Operated in connection with the Lehigh
1st mort., guar.....1906	1,500,000	7	J. & D.	1881-82	95	2,303,544	1,043,401	Valley RR.
Peoria Decatur & Evansville—								
Stock.....	8,400,000	....	....	1880	196	453,118	195,847	A consolidation of the Pekin Lincoln & De-
1st M., gold (Pekin to Mattoon). 1920	1,287,000	6	J. & J.	1881	254	691,608	209,653	catur RR. and the Decatur Mattoon &
Incomes, non-cum. (Pek. to Mat.) 1920	858,000	6	....	1882	254	763,584	289,186	So. and the Grayville & Mattoon. The
1st mort. (Evansv. Div.).....1920	1,470,000	6	M. & S.					stock was increased in 1881 and 1882.
Income bonds (Ev. Div.) not cum. 1920	1,230,000	6	M. & S.					
Peoria & Pekin Union—								
Stock.....	1,000,000	....	....	1881-82	20	342,462	98,282	From Peoria to Pekin, 10 m. on each side of
1st mort., gold, coup.....1921	1,500,000	6	Q.—F.					Ill. River. Stock is held by the different
Incomes, non-cum., gold.....1921	1,500,000	6	May 1					RR. companies, and they pay a rental.
Perkiomen—								
Stock.....	38,040	....	....	1879-80	38	356,759	104,604	The road was leased to Phila. & Read. RR.,
1st mort.....	799,600	6	A. & O.	1880-81	38	364,909	123,130	and bonds guar. by the lessee; but the
Consol. mort., gold, guar.....1913	1,125,000	6	J. & D.	1881-82	38	363,676	122,295	property was surrendered in May, 1879.
Petersburg—								
Stock, common.....	1,000,700	....	....	1879-80	64	229,659	60,385	Petersburg, Va., to Weldon, N. C., 63 miles.
Stock, pref.....	323,500	....	....	1880-81	64	286,257	96,975	In May, 1877, a receiver was appointed
1st M. (pay. \$25,000 yearly). 1879-'98	400,000	8	J. & J.	1881-82	64	298,543	138,841	and foreclosure was decreed, but steps
Bonds, class A.....1926	400,000	5	J. & J.					were taken to prevent a sale, and reor-
Bonds, class B.....1926	1,000,000	6	A. & O.					ganization was made.
Philadelphia & Baltimore Central—								
Stock.....	2,500,000	....	....	1878-79	57	255,772	57,040	A consolidation, Oct., 1881, of the Phila.
1st mort. (for \$2,500,000).....1911	1,000,000	5	M. & N.	1879-80	57	260,010	56,078	& Balt. Cent. and the Westchester and
Westchester & Phila., 1st mort. 1891	1,100,000	7	A. & O.	1880-81	57	249,112	54,273	Phila. Of the new stock Phila. Wilm. &
				1881-82	79	663,956	132,943	Balt. holds \$1,669,400.
Philadelphia & Erie—								
Stock, common.....	7,013,700	1879	287	3,094,100	761,382	Leased to Penn. RR. for 999 years, the

STOCKS, BONDS, AND INCOME.

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DESCRIPTION.	Amount Outstand- ing.	Rate per Year.	Periods	Fiscal Year.	Miles Oper- ated.	\$ Gross Receipts.	\$ Net Profits.	REMARKS.
Philadelphia & Erie—(Continued)—	\$					\$	\$	
Stock, pref.....	2,400,000	....	....	1880	287	3,732,573	1,068,147	lessees to pay actual net receipts as ren- tal. Unpaid coupons of \$1,831,564 are held by the lessee for advances.
1st M. Sumb. & E. (ext'd in '77)..1897	976,000	7	A. & O.	1881	287	3,459,144	682,752	
2d mort.....1888	3,000,000	7	J. & J.	1882	287	4,014,600	1,159,969	
Gen'l M., gld., guar. by Pa. RR..1920	8,680,000	6	Q.—J.					
Gen'l M., gld., gar. by Pa. R., reg.1920	5,263,000	5	Q.—J.					
Phila. Germantown & Norristown—								
Stock.....	2,231,900	12	Q.—M.	Earn'gs	not	separately	reported.	Leased to P. & R. Dividends 12 per year.
Philadelphia Newtown & New York—								
Stock.....	1,200,000	....	....	Earn'gs	not	separately	reported.	On Nov. 10, 1879, the Phila. & Reading purchased 12,012 shares, giving control.
Bonds, guar by Phil. & Read'g..1897	700,000	6	A. & O.					
Philadelphia & Reading—								
Stock, common.....	32,831,375	....	....	1878-79	892	26,937,886	3,444,005	As the two corporations are practically one, the statement here includes the Coal & Iron Co; The net profits here given are made after deducting operating ex- penses and rentals, and show the amount applicable to interest. The payments for interest, and the surplus or deficit each year (without deducting anything for sinking funds) were as follows:
Stock, pref.....	1,551,800	....	....	1879-80	846	32,177,003	5,494,978	
Mort. loan, ster., coup.....1910	967,200	6	J. & J.	1880-81	846	35,286,463	6,688,348	
Mort. loan, dollars, coup.....1910	1,499,500	6	J. & J.	1881-82	846	37,300,161	7,246,933	
Mort. loan, conv., coup.....1886	79,000	6	J. & J.					
Mort. loan, coup.....1893	2,700,000	7	A. & O.					
Consol. mort., coup. or reg.....1911	10,618,000	7	J. & D.					
Consol. mort., gold.....1911	8,193,000	6	J. & D.					
Improv'm't M., gold, \$ or £, cp..1897	9,364,000	6	A. & O.					
Gen'l M., gold, \$ and £, coup....1908	19,686,000	6	J. & J.					
General mort., gold.....1908	5,000,000	7	J. & J.					Interest. Sur. or def.
Income mort., \$.....1896	2,454,000	7	J. & D.					1878-79..... \$6,261,865 *2,817,859
Con. M., 1st ser., g., \$160,000,000,1922	(?)	5	M. & N.					1879-80..... 6,704,965 *1,209,996
Debenture loan, coup.....1893	1,124,900	6	J. & J.					1880-81..... 6,505,093 †183,256
Debenture loan, conv., coup.....1893	10,395,000	7	J. & J.					1881-82..... 6,363,989 †882,944
Scrip debent. and guar. bds., cur.1882	3,261,380	6	J. & J.					* Deficit. † Surplus, The lease of Cent. of N. J. was made June 1, 1883, the P. & R., assuming lia- bilities and paying 6 per cent on stock; and the result is yet to be shown.
Scrip gen'l M. and Perk., ster....1882	1,813,680	6	J. & J.					
Deferred income bonds.....	25,351,651	6	Various					
Conv. adjust. scrip (\$4,000,000) 1888	(?)	6	J. & J.					
Coal & I., purch. money bds. '92 to '94	12,347,000	6 & 7	Various					
Coal & I., debenture loan.....1892	1,731,000	7	M. & S.					
Philadelphia & Trenton—								
Stock.....	1,259,100	10	Q.—J.	Earn'gs	not	separately	reported.	Leased to Penn. RR. with United Cos. N. J.

STOCKS, BONDS, AND INCOME.

DESCRIPTION.	Amount Outstand- ing.	Rate per Year.	Periods	Fiscal Year.	Miles Oper- ated.	Gross Receipts.	Net Profits.	REMARKS.
Philadelphia Wilmington & Baltimore—	\$					\$	\$	
Stock	11,795,050	8	J. & J.	1878-79	112	2,852,088	1,284,346	In April, 1881, nearly the whole stock was purchased and is held by Penn. RR. Co. Income for 1882 as follows: Total income, \$1,854,856; int. and 8 p. c. div'ds, \$1,522,843; surplus for year, \$332,013.
Plain bonds, loan 1887	1,000,000	6	A. & O.	1879-80	112	3,263,110	1,364,329	
Plain bonds, loan 1892	700,000	6	A. & O.	1880-81	112	3,695,150	1,374,351	
Plain bonds, loan 1900	800,000	6	A. & O.	1881-82	112	4,166,898	1,433,422	
Plain bonds, loan 1910	1,000,000	5	J. & D.					
Pittsburg Cincinnati & St. Louis—								
Stock, common	2,508,000	1879	201	4,328,611	1,245,627	This company is controlled by the Penn. Co., through the ownership of a majority of its stock. This company also holds leases of the Little Miami and other roads operated for the Penn. Co. The income account for 1882 gave net revenue \$1,403,551 and surplus \$7,497 over all payments and losses.
Stock, 1st pref.	2,929,200	....	....	1880	201	4,987,306	1,588,348
Stock, 2d pref.	3,000,000	....	....	1881	201	4,624,413	587,987
1st mort., consol., teg. and coup. 1900	6,863,000	7	F. & A.	1882	201	4,843,830	859,398	
2d consol. mort. 1913	2,500,000	7	A. & O.					
1st mort., Steub. & Ind. 1884	3,000,000	6	Monthly					Leased to the Balt. & Ohio RR. Jan. 1, '76. The P. & C. is credited with all the earnings and charged with all the expenses.
Col. & Newark Div. 1900	134,000	7	J. & J.					
Holliday's Cove RR. mort. bds. 1883	120,000	6	F. & A.					
Pittsburg & Connellsville—								
Stock	1,944,400	....	....	1878-79	174	1,598,114	732,282
1st mo. t. 1898	4,000,000	7	J. & J.	1879-80	174	2,238,482	1,011,827	
1st mort., Turtle Creek Div. 1889	326,600	6	F. & A.	1880-81	174	2,500,548	1,124,473	
Consol. mort., guar. B. & O. 1926	6,292,000	6	J. & J.	1881-82	174	2,979,789	1,542,124	
Pittsburg Fort Wayne & Chicago—								
Stock, guar.	19,714,285	7	Q.—J.	1879	468	8,221,246	3,720,117	On June, 27, 1868, leased to Penn. RR., lessee, paying interest, sink fund and 8 per cent on \$19,714,285 stock, which was increased then from \$11,500,000. The special improvement stock is issued to Penn. RR. for improvements, &c. The lease has been profitable to the lessees.
Special improv'm't stock, guar.	8,400,000	7	Q.—J.	1880	468	9,750,980	4,432,421	
1st mo. t. (ser. A to F), coup. 1912	5,250,000	7	Various	1881	468	10,461,911	4,603,426	
2d mort. (ser. G to M), coup. 1912	5,160,000	7	Various	1882	468	10,578,595	4,306,200	
3d mort., coup. 1912	2,000,000	7	A. & O.					
Pitts. Ft. W. & Chic., construc. bds. 1887	100,000	7	J. & J.					The City of Portland owned a controlling int. in the stock of \$1,052,124. A suit begun by holders of the 1871 mortgage was contested by the city.
Equipment bonds (renewed) 1884	1,000,000	8	M. & S.					
Portland & Ogdensburg—								
Stock	1,052,186	....	....	1878-79	108	271,493	83,358
1st mort., gold. 1900	800,000	6	J. & J.	1879-80	108	292,659	95,511	
Mort. (for \$3,300,000) 1901	2,268,000	6	M. & N.	1880-81	108	304,245	79,185	
				1881-82	108	354,173	74,974	
Portland Saco & Portsmouth—								
Stock	1,500,000	6	J. & J.	Earn'gs	not	separately	reported.	Leased to East. RR. Mass., at 6 p. c. on stk.

STOCKS, BONDS, AND INCOME.

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DESCRIPTION.	Amount Outstand- ing.	Rate per Year.	Periods	Fiscal Year.	Miles Oper- ated.	Gross Receipts.	Net Profits.	REMARKS.
Portsmouth Great Falls & Conway—	\$					\$	\$	
Stock	1,150,300	---	---	Earn'gs	not	separately	reported.	Leased to Eastern RR. Mass. Stock to have same dividend as stock of lessee.
1st mort. 1937	1,000,000	4½	J. & D.					
Providence & Worcester—								
Stock	2,500,000	6	J. & J.	1878-79	66	919,852	350,345	In 1881 new stock for \$500,000 issued for improvements. The notes outstanding Sept. 30, 1882, were \$420,000.
New bonds	1,242,000	6	A. & O.	1879-80	66	1,069,644	318,576	
				1880-81	66	1,039,671	305,365	
				1881-82	66	1,147,515	291,818	
Rensselaer & Saratoga—								
Stock	6,854,100	8	J. & J.	1878-79	183	1,486,457	676,786	Del. & Hud. Canal Co. leased the road Mar. 1, 1871, at a rental of 8 per cent on stock and 8 per cent on bonds. Earnings are from State Engineer's report.
1st mort., consol. (+2,000,000) .. 1921	1,925,000	7	M. & N.	1879-80	183	1,824,318	865,372	
				1880-81	183	1,922,001	762,637	
				1881-82	192	2,114,141	838,453	
Richmond & Alleghany—								
Stock	5,000,000	---	---					The Co. owns the property and franchises of the James River & Kanawha Canal Co., including water power on James River. Receivers appointed in June, '83.
1st mort., gold	4,925,000	7	J. & J.					
2d mort., gold (\$4,000,000) .. 1916	974,000	6	M. & N.	No	repor	t of earnings.		
Improvement bonds (\$300,000) ..	97,000	---	---					
2d mort., (for \$4,000,000) ..	3,000,000	---	---					
Richmond & Danville—								
Stock	5,000,000	---	---	1881-82	744	4,250,143	844,337	The Rich. & Danv. controls a large system by ownership and lease, and also by holding a majority of the stock of the Rich. & West Point Terminal Co. The R. & D. was paying dividends quarterly, but ceased in Oct., 1882, and applied earnings to floating debt. The earnings of 1882 can not be compared with prior years.
3d M. (consol. of '67), cp. or reg. '85 & '90	1,228,100	6	M. & N.					
Gen'l mort., gold (\$6,000,000) .. 1915	3,102,000	6	J. & J.					
Debenture mort., cumulative .. 1927	4,000,000	6	A. & O.					
Piedmont Br., 1st mort. 1888	500,000	8	A. & O.					
N'western N.C., 1st mort., guar. 1902	500,000	6	A. & O.					
Rich. York Riv. & Ches., 1st M. 1894	900,000	8	J. & J.					
Rich. York Riv. & Ches., 2d M. 1890	400,000	6	M. & N.					
Rich. & West Point T. R. & W. Co.—								
Stock	15,000,000	---	---	No	repor	t of receipts.		This Co. controls several railroads. The Rich. & Danv. owns \$7,510,000 stock.
Trust notes (sec'd by collat'l) 1885	2,000,000	6	J. & J.					
Rochester & Pittsburg—								
Stock	20,000,000	---	---	1880-81	108	170,592	22,685	This road has made rapid progress in construction, and has finished its Buffalo Branch in 1883. A largely increased
1st mort. 1921	1,300,000	6	F. & A.	1881-82	108	305,988	70,864	
Consol. mort. (+20,000 per mile) 1922	2,500,000	6	J. & D.					

STOCKS, BONDS, AND INCOME.

DESCRIPTION.	Amount Outstand- ing.	Rate per Year.	Periods	Fiscal Year.	Miles Oper- ated.	Gross Receipts.	Net Profits.	REMARKS.
	\$					\$	\$	
Rochester & Pittsburg—(Continued)—								
2d mort. for terminal facilities. 1888	600,000	6	M. & N.					coal and other traffic is expected.
Equipment bonds (car trust).... Var.	724,000	7	Various					
Rome Watertown & Ogdensburg—								
Stock.....	5,293,900	....	....	1878-79	409	1,143,289	226,848	The company was in default on coupons
1st s. fd. M., Wat. & R. (extended) 1910	418,300	7	M. & S.	1879-80	409	1,467,895	463,739	of the consol bonds from April 1, 1878,
General mort., sinking fund.... 1891	1,021,500	7	J. & D.	1880-81	409	1,510,443	284,089	and allowing the prior liens to stand, gave
2d mort..... 1892	1,000,000	7	J. & J.	1881-82	417	1,819,766	401,590	for the consol. mortgage new bonds bear-
Consol. mort. (ext'd at 5 per ct.) 1922	5,498,000	5	A. & O.					ing 5 per cent. A change of management
Income bonds, non-cum..... 1932	2,094,280	7	Jan.					took place June, 1883, and the Del. Lack.
Syr. Northern (gold)..... 1901	500,000	7	J. & J.					& W. control ended.
Rutland—								
Stock, common.....	2,480,600	....	....					Leased to the Central Vermont at \$250,000
Stock, pref.....	4,000,000	\$1	Aug. '82	Earn'gs	not	separately	reported.	per year as a minimum rental and \$8,000
General mort..... 1902	1,500,000	6	M. & N.					for organization expenses. In Aug., '82,
New 2d mort. for equip. bds., &c. 1898	1,500,000	5	F. & A.					paid \$1 per share on preferred stock.
St. Joseph & Western—								
Stock.....	4,100,000	....	....	1880	252	681,974	23,684	This is a reorganization of the St. Joseph
1st mort. St. Jo. & Pac..... 1915	1,900,000	7	J. & J.	1881	252	759,593	34,530	& Denver City, which was sold in fore-
2d mort..... 1915	1,200,000	7	J. & J.	1882	252	809,318	11,650	closure in November, 1875. The road is
Kan. & Neb., 1st mort..... 1915	1,900,000	7	J. & J.					controlled by Union Pacific and coupons
Kan. & Neb., 2d mort..... 1915	1,200,000	7	J. & J.					are not paid. In 1881 and 1882, \$35,842
Hastings & Gr. Island, 1st mort. 1910	375,000	....	J. & J.					spent for construction is not deducted.
St. Louis Alton & Terre Haute—								
Stock, common.....	2,300,000	....	....	1879	264	1,605,625	460,122	The main line was leased again on Nov. 1,
Pref. stock, 7 (cumulative).....	2,468,400	7	Yearly.	1880	314	2,146,741	635,013	1882, to the new Indianapolis & St. Louis
1st M. (ser. A), s. fd., cp. {	1,100,000	7	J. & J.	1881	314	2,117,043	548,641	R'y and the Cleve. Col. Cinn. & Indian-
1st M. (ser. B), s. fd., cp. {	1,100,000	7	A. & O.	1882	314	2,382,044	643,579	apolis jointly. The rent guaranteed is
2d M., pref. (ser. C), cp. {	1,400,000	7	F. & A.					\$450,000 till the gross earnings exceed
2d M., pref. (ser. D), cp. {	1,400,000	7	M. & N.					\$1,750,000 in any year, and then 20 per
2d mo t., income..... {	1,700,000	7	M. & N.					cent is to be paid of the excess over \$1,-
Equipment mort..... {	300,000	10	M. & S.					750,000. The gross and net receipts re-
Income, not cumulative..... 1894	1,357,000	6	June 1					ported by lessee are here given.

STOCKS, BONDS, AND INCOME.

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DESCRIPTION.	Amount Outstand- ing.	Rate per Year.	Periods	Fiscal Year.	Miles Oper- ated.	Gross Receipts.	Net Profits.	REMARKS.
St. Louis & San Francisco—	\$					\$	\$	
Stock, common.....	10,500,000	1879	527	1,674,799	817,666	This Co. was organized Sept. 20, 1876, as successor to the At. & Pac. in Mo. The latter embraced the So. Pac. RR. (originally the Southwest Br. of the Pac. RR. of Mo.) This Co. is jointly interested with the Atch. Top. & Santa Fe in the ownership of the Atlantic & Pacific road, connecting with the Southern Pacific of California at the Colorado River. Receipts here do not include land sales.
Pref., 7 per ct. non-cumul.....	10,000,000	....	....	1880	598	2,723,969	1,112,778
1st pref., 7 per ct., non-cumul.....	4,500,000	7	F. & A.	1881	661	3,211,171	1,430,630	
1st mort. (So.Pac.), gold, ld. gr. 1888	7,144,500	6	J. & J.	1882	725	3,629,097	1,939,403	
2d mort., A.....	500,000	6	M. & N.					
2d mort., B, gold.....	2,766,500	5-6	M. & N.					
2d mort., C, gold.....	2,400,000	5-6	M. & N.					
Equipment mort., gold.....	603,000	7	J. & D.					
Mort. on Mo. & West'n RR., gold 1919	1,100,000	6	F. & A.					
Trust bonds.....	1,350,000	6	F. & A.					
St. L. Wichita & Western.....	2,000,000	6	M. & S.					
Gen'l mort., gold, coup. or reg. 1931	5,000,000	6	J. & J.					
St. Louis Vandalia & Terre Haute—								
Stock, common.....	2,383,016	1878-79	158	1,244,644	337,181	Leased to the T. H. & Ind. RR. at a rental of 30 p. ct. of gross earnings. For year ending Oct. 31, '82, the total income was \$178,837 and year's charges \$350,493.
Stock, pref.....	1,544,700	....	....	1879-80	158	1,552,801	433,866
1st mort., sink. fund, guar. 1897	1,899,000	7	J. & J.	1880-81	158	1,565,515	435,712	
2d mort., s. fd. (\$1,600,000, guar.) 1898	2,600,000	7	M. & N.	1881-82	158	1,596,126	443,273	
St. Paul & Duluth—								
Pref. 7 per ct. stock.....	5,121,700	7	J. & J.	1880	175	668,777	49,963	The Co. has a land grant of which about 1,256,716 acres remained unsold Jan. 1, '83. Land sales not included in receipts.
Common stock.....	4,055,407	....	....	1881	175	732,630	104,163
1st mort. bonds, coup. or reg. 1931	1,000,000	5	F. & A.	1882	196	1,148,876	355,610	
St. Paul Minneapolis & Manitoba—								
Stock.....	20,000,000	8	Q.—F.	1878-79	560	2,009,946	1,006,480	This Co. was organized May 23, 1879. There is a valuable land grant, and land sales are applied to payment of first mortg. bonds and not included in receipts here.
2d M. and 1st on road, St.P. to W. 1892	366,000	7	J. & J.	1879-80	656	2,937,959	1,503,024	
1st mort. ld. gr. sink. fd., gold... 1909	5,750,000	7	J. & J.	1880-81	865	3,705,452	1,842,417	
2d mort., gold.....	8,000,000	6	A. & O.	1881-82	1,058	6,663,953	3,148,175	
Dak. Ext., 1st M., g. (\$12,000 p.m.) 1910	5,676,000	6	M. & N.					
Consol. mort., gold (\$50,000,000) 1933	10,574,000	6	J. & J.					
Minneap. Un. RR., 1st M., g., guar. 1922	1,500,000	6	J. & J.					
Sandusky Mansfield & Newark—								
Reorganized stock.....	1,073,504	2	(?)	1879	116	639,821	189,114	Leased to Cent. O. RR., guar. by Balt. & O. Rental is \$194,350 till '84; then \$199,350 for 1884 and 1885; then \$201,850 annually.
1st mort., new.....	2,300,000	7	J. & J.	1880	116	847,221	208,853	
				1881	116	899,791	112,374	
				1882	116	940,768	234,701	

STOCKS, BONDS, AND INCOME.

DESCRIPTION.	Amount Outstand- ing.	Rate per year.	Periods	Fiscal Year.	Miles Oper- ated.	Gross Receipts.	Net Profits.	REMARKS.
Savannah Florida & Western—	\$					\$	\$	
Stock.....	2,109,000	7	In 1882	1880	352	1,194,668	365,081	The Atlantic & Gulf road was sold in fore- closure Nov. 4, 1879, subject to the con- solidated mortgage and other prior liens amounting to about \$2,705,000.
Consol. 1st mort.....1897	1,780,500	7	J. & J.	1881	347	1,321,428	268,822	
So. Ga. & Fla., 1st mort.....1899	464,000	7	M. & N.	1882	373	1,675,817	358,762	
So. Ga. & Fla., 2d mort.....1899	200,000	7	M. & N.					
Old sectional mortgages.....	260,500	....	....			
Scioto Valley—								
Stock.....	10,000,000	1880	100	320,147	102,181	In July, 1882, it was voted to increase the stock to \$10,000,000, and issue a general consolidated mortgage, and extend the road from Columbus to Ft. Wayne, Ind.
1st M. (s. fd. \$13,000 per year).....1896	1,294,000	7	J. & J.	1881	132	498,844	160,510	
2d M. (s. fd. \$5,000 per year).....1894	177,000	7	A. & O.	1882	132	519,255	137,517	
Consol. mort.....1910	603,000	7	J. & J.					
Gen'l consol. mort. (\$7,500,000).....	(?)	....	....			
Equipment bonds.....	100,000					
Shamokin Valley & Pottsville—								
Stock.....	869,450	6	F. & A.	1879	28	416,561	286,804	Leased to Northern Central, for interest on bonds and 6 per cent on stock.
1st mort., gold, on road & land.....1901	2,000,000	7	J. & J.	1880	28	470,204	298,460	
				1881	28	497,141	304,104	
				1882	28	468,618	294,398	
Shenandoah Valley—								
Common stock.....	3,692,200	1882	A close contract for working & an ex- change of stock for Norfolk & Western stock has been made. The general mort. of 1881 is at \$25,000 per mile.
1st mort. (\$15,000 per mile).....1909	2,270,000	7	J. & J.					
Gen'l M., gold (\$25,000 per mile).....1921	3,930,000	6	A. & O.					
3d mort., incomes.....1923	2,500,000	6	Feb. 1					
Sioux City & Pacific—								
Stock, common.....	1,899,400	1880-81	362	628,236	87,733	For the year 1882, the gross receipts were \$873,562 and deficit after paying inter- est and rentals, \$192,473. Majority of stock owned by Cedar Rap. & Mo. R. RR.
Stock, pref. 7 per cent.....	169,000	7	(?)	1882	412	873,562	35,730	
1st mort.....1894	1,628,000	6	J. & J.					
2d mort., Gov't subsidy.....1898	1,628,320	6	J. & J.					
South Carolina—								
Stock.....	4,204,160	5	Feb. '83	1879	243	1,052,023	337,045	The sale in foreclosure was made July 28, 1881, and Co. was reorganized. Average gross earnings per year for twelve years prior to 1882 were \$1,250,435, and average net \$464,634.
1st mort., ster. loan.....'83 to '88	729,975	5	J. & J.	1880	243	1,217,756	341,962	
1st mort., dollar bonds (L)..'83 to '88	636,500	6	J. & J.	1881	243	1,245,286	500,951	
1st consol. mort. (\$5,000,000).....1920	3,503,000	6	A. & O.	1882	243	1,313,820	501,190	
2d consol. mort.....1931	847,000	6	J. & J.					
Income mort. bonds (not cum.).....1931	2,538,000	6	Yearly.					

STOCKS, BONDS, AND INCOME.

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DESCRIPTION.	Amount Outstand- ing.	Rate per Year.	Periods	Fiscal Year.	Miles Oper- ated.	Gross Receipts.	Net Profits.	REMARKS.
South & North Alabama—	\$					\$	\$	
Stock, common.....	1,469,082	1878-79	189	873,196	314,585	The road is controlled by the Louisv. & Nash, RR. Co., which owns a majority of the stock and all of a 2d mortgage bond issue of \$2,000,000, due 1910.
Stock, pref.....	2,000,000	....	....	1879-80	189	1,074,425	385,518
1st mort. (endorsed by Ala.).....1890	391,000	8	J. & J.	1880-81	189	1,278,660	220,192	
Ster. M. s. fd., guar. by L. & N...1903	4,872,310	6	M. & N.	1881-82	189	1,311,254	309,367	
Southern Pacific of Arizona—								These three companies are under separate organizations, and the roads form the through line from El Paso to a connection with the Central Pacific in California. They are rented to Central Pacific on a short lease. The gross earnings here given include leased line rental and do not include land sales, which in 1881 were \$561,860; in 1882 not yet reported.
Stock.....	19,995,000	....	....			
1st mort., gold, coup. or reg. 1909-10	9,604,000	6	J. & J.					
Southern Pacific of California—								
Stock.....	36,763,900	1879	711	2,539,711	2,284,023	
1st mort., gold, land grant...1905-12	32,483,000	6	A. & O.	1880	711	2,825,260	1,985,487	
Monterey, 1st mort.....1900	250,000	5	A. & O.	1881	730	3,042,614	2,041,545	
Southern Pacific of New Mexico—								
Stock.....	6,888,800					Operates Lykens Valley RR. and a branch of its own to Summit Mines, $\frac{3}{4}$ of a mile. Earnings include Coal Co.
Mort. coup. or reg.....1911	4,180,000	6	J. & J.					
Summit Branch (Pa.)—								
Stock, common.....	4,010,350	....	....	1880	21	1,077,376	120,680
1st mort.....1904	1,300,000	7	J. & J.	1881	21	1,133,705	140,344	This company was foreclosed in 1874 and is operated by the Pennsylvania RR. Co., the rental being the net earnings. Last dividend at rate of 14 per ct. for year.
				1882	21	1,368,929	98,105	
Sunbury & Lewistown—								
Stock.....	600,000	14	(?)	1879	43	185,474	61,266	
1st mort.....1896	500,000	7	J. & J.	1880	43	245,709	95,570	The mort. was foreclosed and road reorganized April 30, 1857, and leased to Delaware Lackawanna & Western.
				1881	43	291,787	119,240	
				1882	43	309,145	120,065	
Syracuse Binghamton & New York—								
Stock.....	2,500,000	4	Feb. '83	1878-79	81	763,380	333,958	Leases the St. L. Vandalia & Terre Haute jointly with the Pitts. Cin. & St. L., at 30 per cent of gross earnings.
2d mort. (now 1st).....1887	270,000	7	J. & D.	1879-80	81	869,157	321,276	
Consol. mort. (guar. D. L. & W.)..1906	1,750,000	7	A. & O.	1880-81	81	1,061,490	582,326	
Terre Haute & Indianapolis—								
Stock.....	1,988,150	8	F. & A.	1878-79	113	1,082,373	388,546	Leased by Terre H. & Ind. for 25 per ct. of gross earnings and 1st mort. bonds guar.
Bonds of 1873.....1893	1,600,000	7	A. & O.	1879-80	113	1,327,135	321,413	
				1880-81	113	1,306,974	277,487	
Terre Haute & Logansport—								
Stock.....	500,000	1879-80	115	211,278	
1st mort., guar.....1910	500,000	6	J. & J.	1880-81	116	258,498	.....

STOCKS, BONDS, AND INCOME.

DESCRIPTION.	Amount Outstand- ing.	Rate per Year.	Periods	Fiscal Year.	Miles Oper- ated.	Gross Receipts.	Net Profits.	REMARKS.
	\$					\$	\$	
Texas Central—								
Stock	1,000,000	----	1880-81	143	247,707	128,676	Belongs to the Morgans La. & Texas sys- tem, owned by Southern Pacific.
1st mort., gold	1909 2,145,000	7	M. & N.					
New mort. gold (2d on 143 miles) 1911	1,250,000	7	M. & N.					
Texas & Pacific—								
Stock	32,191,500	----	1878-79	444	2,136,143	544,916	Total mileage, 1,489. The eastern division ends at Fort Worth, and Rio Grande divi- sion begins there; the N. O. Pacific termi- nates at Shreveport. The road has not been worked a year on its complete mile- age. In 1882 earnings are for calendar year, but previous years ended May 31.
1st mort., gold, coup. (E. Div.) ..	1905 3,969,000	6	M. & S.	1879-80	444	2,589,222	1,045,703	
2d M., consol., gold, cp. (E. Div.)	1905 9,131,000	6	J. & D.	1880-81	749	3,201,777	598,756	
Income & land mort. (E. Div.), rg.	1915 8,686,000	7	July.	1882	1,487	5,919,732	1,343,291	
Scrip for int. on inc. M. (red. in stk or ld.)	890,090	----	.....				
1st mort., g'd, ld. gr. (Rio Gr. Div.)	1930 13,028,000	6	F. & A.					
N. Orleans Pac., 1st mort.	1920 6,720,000	6	J. & J.					
Texas & St. Louis in Mo. and Ark.—								
Stock	9,582,500	----	1881	220	198,039	31,802	In June, 1883, this narrow gauge road was nearly finished from Bird's Point, op- posite Cairo, Ill., to Gatesville, Tex., about 723 miles, and soon to be opened. Has a land grant in Texas. Mileage here given is average.
1st mort., gold	1910 2,128,000	6	J. & D.	1882	275	394,717	.....
Gen'l 1st M. income & land grant.	1920 1,973,000	6	.....				
New 1st mort., gold	1911 4,740,000	6	M. & S.					
New 2d mort., income, gold	1911 4,740,000	6	Mar. 1					
1st mort. in Mo. and Ark.	1921 1,817,000	6	J. & D.					
2d incomes in Mo. and Ark.	1931 1,973,000	6	M. & S.					
Toledo Cincinnati & St. Louis—								
Stock	12,000,000	----					Narrow gauge road from Toledo, O., to E. St. Louis, and branch to Cincinnati. Con- solidation in 1883 of several companies. In April coupons for two years were to be funded, if holders consented; also income bonds exchanged for a pref. st'k. The road not having been operated as a completed line, no earnings can be given, but much is expected of the nar- row gauge connection with Texas via Cairo and the Texas & St. Louis road.
1st mort., gold	1921 3,000,000	6	J. & J.					
2d mort., income, non-cum.	1921 3,000,000	----	.....				
Tol. Del. & B., 1st M., Tol. to K.	1910 1,250,000	6	J. & J.					
2d mort., income, non-cum.	1910 1,250,000	6	.....				
1st mort., Dayt. Div.	1910 1,000,000	6	A. & O.					
2d M., Dayt. Div., inc., non-cum.	1910 1,000,000	6	.....				
1st M., Tol. term'l trust, "A" ..	1910 250,000	6	J. & J.					
1st M., gold, Southeast'n Div.	1921 2,250,000	6	A. & O.					
Incomes, S'the't. Div., non-cum.	1921 2,250,000	6	.....				
Cin. Div., 1st mort., gold.	1921 250,000	6	A. & O.					
Incomes, non-cum.	1925 250,000	6					
				No report of earnings.				

STOCKS. BONDS, AND INCOME.

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DESCRIPTION.	Amount Outstand- ing.	Rate per Year.	Periods	Fiscal Year.	Miles Oper- ated.	Gross Receipts.	Net Profits.	REMARKS.
Tol. Cin. & St. Louis—(Continued)—	\$					\$	\$	
Tol. Del. & B., equipment bonds.....	900,000	7	.....				
Iron RR., 1st mort.....1901	500,000	6	J. & J.					
Iron RR., income.....1911	500,000	6	Jan. 1					
Tonawanda Valley & Cuba—								
Stock.....	600,000	.....	.....	1880-81	26	15,363	7,535	Attica, N. Y., to Cuba, N. Y., 60 miles. Se-
1st mort.....1931	500,000	6	M. & S.					curities listed December, 1882.
Union Pacific—								
Stock.....	60,854,105	7	Q.—J.	1879	1,042	13,624,091	6,791,456	The receipts from land sales are not in- cluded in gross receipts; all disburse- ments are here deducted from net profits except interest on bonds and dividends. Income account for 1882 was as follows: Receipts—Net earnings, \$12,096,825; interest and dividends, \$2,211,499—total income, \$14,307,934. Disbursements— Interest on debt, \$4,976,204; discount, &c., \$191,645; dividends (7 per cent.), \$4,260,788; sinking funds, \$442,000; due United States on year's business, \$2,097,190—total disbursements, \$11,- 967,8-7. Balance, surplus, \$2,340,107.
1st M., gold, on road & equip. '96 to '99	27,229,000	6	J. & J.	1880	1,821	23,749,536	10,876,291	
2d M., cur. (Gov't subsidy) ..'96 to '99	27,236,512	6	J. & J.	1881	1,821	25,591,495	11,033,597	
3d M. on road (2d on land), s. fd. 1893	13,861,000	8	M. & S.	1882	1,821	25,034,983	11,577,099	
Land grant bonds.....1887	4,670,000	7	A. & O.					
Omaha Bridge bonds, sterl'g....1896	1,888,000	8	A. & O.					
Collateral trust bonds.....1908	4,918,000	6	J. & J.					
Collateral trust of '82, gold.....1907	5,000,000	6	J. & D.					
Kans. Pac., cons. M., g., cp. or rg. 1919	15,640,000	6	M. & N.					
1st mort., gold, coup.....1895	2,240,000	6	F. & A.					
1st mort., gold.....1896	4,063,000	6	J. & D.					
2d mort. (to U. S. Gov't) ..'95 to '97	6,303,000	6	Payable					
1st M. (ld. gr. 3,000,000 acres) 1899	6,323,000	6	M. & N.					
1st M., coup. (Leav. Br.).....1896	67,000	7	M. & N.					
Incomes, cp. (3d M. on 427 m.) 1916	882,400	7	M. & S.					
United N. J. Railroad & Canal Cos.—								
Stock.....	21,090,400	10	Q.—J.	1879	426	9,996,082	3,456,184	The United New Jersey Railroad & Canal Companies were leased in May, 1871, to the Pennsylvania Railroad for 999 years, at a rental of 10 per cent on the stock, besides interest on bonds. The smaller leased roads were taken with their sev- eral contracts. The Belvidere Delaware is leased to the Penn. RR. for net earn- ings. The United Co.'s lease has not been profitable in cash to the Pennsyl- vania Railroad.
Gold bonds.....1923	1,824,000	4	F. & A.	1880	402	11,737,066	3,488,713	
Gen'l mort., gold and cur., coup. 1901	5,669,000	6	M. & S.	1881	430	13,233,700	4,374,028	
United Cos. mort., s. fd., reg.....1894	2,000,000	6	A. & O.	1882	430	14,478,385	4,215,882	
Sterl'g loan mort., sink. fd....1894	1,846,000	6	M. & S.					
Sterl'g loan mort., sink. fd....1894	1,800,000	6	M. & S.					
Dollar loan mort.....1888	154,000	6	F. & A.					
Gold loan, reg.....1908	841,000	6	M. & S.					
Joint Co.'s plain bonds.....1889	866,000	6	J. & D.					
Consol. mort.....1889	5,000,000	6	M. & N.					
N.J. RR. & T. Co., 3d loan due N.J., due	100,000	6	A. & O.					

STOCKS, BONDS, AND INCOME.

DESCRIPTION.	Amount Outstand- ing.	Rate per Year.	Periods	Fiscal Year.	Miles Oper- ated.	Gross Receipts.	Net Profits.	REMARKS.	
	\$					\$	\$		
Utah Central—									
Stock	4,225,000	1½	In 1882	1881	280	1,276,805	715,362	From Ogden, Utah, to Frisco, 280 miles. A consolidation of the Utah Central, Utah Southern and Utah Southern Extension. Sidney Dillon, President.	
1st mort., gold	1,000,000	6	J. & J.	1882	280	1,531,486	897,949		
Utah So., 1st mort., coup.	1,000,000	7	J. & J.						
General mort., \$1.95 '000.	1,456,000	7	J. & J.						
Utah So. Exten., 1st mort.	1,950,000	7	J. & J.						
Utah & Northern—									
Stock	5,543,000	....	....	1880	347	1,016,060	552,416	From Ogden, Utah, north to Deer Lodge, a junction with N. Pac. near Helena, Mont. Built by Union Pacific.
1st mort.	5,543,000	7	J. & J.	1881	415	1,359,583	602,619		
				1882	462	2,210,688	905,308		
Utica & Black River—									
Stock	1,772,000	5	1882	1878-79	180	486,443	124,825	The Co. has paid moderate dividends for a number of years. Income in 1881-82—Net, \$346,344; int. and rentals, \$154,397; div., \$88,600 Surplus, \$103,346..	
Mort. bonds.	1,112,000	7	J. & J.	1879-80	180	605,311	256,604		
Black Riv. & Morrist'n, 1st mort.	500,000	7	J. & J.	1880-81	180	702,028	180,314		
Clayton & Theresa, 1st mort.	200,000	7	J. & J.	1881-82	180	789,795	318,437		
Vermont & Canada—									
Stock	3,000,000	....	....					These roads have been consolidated under the title of "Consolidated Railroad of Vermont," and the old securities mostly retired with a new mort. for \$7,000,000 and \$750,000 preferred stock. There have been no satisfactory reports for years.
Bonds, guar. by Vt. Cent.	1,500,000	8	J. & J.	Earn'gs	not	separately	reported.		
Mort. bonds.	50,000	5	A. & O.						
Missisquoi RR. bonds.	500,000	7	J. & J.						
Vermont Central—									
1st mort., consol.	3,000,000	7	M. & N.	1880	427	2,947,562	391,160	Road leased for 99 years to Fitchburg RR. at 6 per cent dividend, and earnings included in lessee's report.	
2d mort., consol.	1,500,000	7	J. & D.	1881	417	2,662,519	298,188		
Equipment loans	1,500,000	8	M. & N.						
Stanstead S. & Chamblly bonds.	444,100	7	J. & J.						
Income and extension bonds.	1,508,400	8	M. & N.						
Vermont & Massachusetts—									
Stock	3,050,000	6	A. & O.	Earn'gs	not	separately	reported.		
Conv. bonds.	150,000	7	J. & J.						
Bonds of 1883.	1,000,000	5	M. & N.						
Vicksburg & Meridian—									
Stock, common	3,957,100	1878-79	142	329,175	70,314	This Co. was reorganized in 1881 and the road now forms a part of the Ala. N. O.	
Stock, pref.	1,937,189	1879-80	142	424,389	83,426		

STOCKS, BONDS, AND INCOME.

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DESCRIPTION.	Amount Outstand- ing.	Rate per Year.	Periods	Fiscal Year.	Miles Oper- ated.	Gross Receipts.	Net Profits.	REMARKS.
Vicksburg & Meridian—(Continued)—	\$					\$	\$	
1st mort. 1921	1,000,000	6	A. & O.	1880-81	142	480,778	& Tex. Pac. June system, which will control a line from Cincinnati to N. Orleans. In 1880-81 earnings are for 13 months.
2d mort. 1921	1,000,000	3 to 6	M. & N.	1881-82	142	550,838	176,158	
3d mort., income (non-cum.) 1921	1,920,000	7	....				
Virginia Midland—								
Stock	6,000,000	1878-79	359	1,043,987	325,025	The Washington City Virginia Midland & Great Southern was sold in foreclosure Dec. 20, 1880, and reorganized as Virginia Midland. The Balt. & O. parties, after reorganization, sold their large interest, amounting to \$3,000,000 in stock, to the Richmond & Danville, which now operates the road.
Bonds, 1st series. 1906	599,958	6	M. & S.	1880	355	1,247,576	351,598	
Bonds, 2d series. 1911	1,898,895	6	M. & S.	1881	406	1,422,796	577,750	
Bonds, 3d series. 1916	1,062,545	5 & 6	M. & S.	1881-82	406	1,515,746	529,629	
Bonds, 4th series. 1921	921,820	3-4-5	M. & S.					
Bonds, 5th series. 1926	1,773,828	5	M. & S.					
Bonds, 6th series. 1931	1,310,000	4 & 5	M. & S.					
Incomes, cumulative	3,503,000	6	J. & J.					
Wabash St. Louis & Pacific—								
Stock, common.	27,140,500	1880	2,479	12,461,713	3,676,540	This was a consolidation of the Wabash Railway with the St. Louis Kansas City & Northern, Nov. 1, 1879. In April, 1883, the Wabash St. Louis & Pacific was leased for 99 years to the St. Louis & Iron Mountain (and thus to the Missouri Pacific) on the general basis of paying over to the Wabash its net earnings each year. The St. Louis & Iron Mountain also guarantees an issue of \$10,000,000 collateral trust bonds. The annual report for 1882 showed the net result of the year was a deficit of \$583,022 below the amount required for interest, rentals and charges of every kind, which, with the deficit of 1881, made a total deficit in profit and loss account of \$2,035,880. The report said: "The net earnings showed an increase of \$1,512,092 over those of the year 1881, with an increase
Pref. stock, 7 per ct. (non-cum.)	23,034,200	....	....	1881	3,348	14,745,034	2,305,508
Gen'l mort., gold (\$50,000,000) 1920	16,000,000	6	J. & D.	1882	3,518	17,180,449	3,718,984	
Collatl l trusts (\$10,000,000) 1913	8,000,000	6	M. & N.					
1st M. on Champ. Hav. & West. 1910	1,210,000	6	J. & D.					
1st pref., conv. 1909	340,900	7	J. & J.					
1st M. on Chic. & Strawn. Div. 1910	4,500,000	5	J. & J.					
1st mort., gold, on Cairo Div. 1931	3,857,000	5	J. & J.					
1st mort., gold, Det. Div. 1921	1,853,000	6	J. & J.					
1st mort., gold, Indianap. Div. 1921	2,000,000	6	J. & D.					
Indianap. Peru & Chic., 1st M. 1921	275,000	7	J. & D.					
Hav. Rantoul & East., 1st mort. 1897	300,000	7	J. & J.					
1st mort., gold, Iowa Div. 1921	2,300,000	6	M. & S.					
Wabash, 1st mort. (Tol. & Ill.) 1890	900,000	7	F. & A.					
1st mort. (L. E. Wab. & St. L.) 1890	2,500,000	7	F. & A.					
1st mort. (Gt. Western) 1888	2,496,000	7	F. & A.					
1st mort. (Quincy & Toledo) 1890	500,000	7	M. & N.					
1st mort. (Ill. & So. Iowa), ext. 1912	300,000	6	F. & A.					
2d mort. (Tol. & Wab.) 1893	1,000,000	7	M. & N.					
2d mort. (Wab. & Western) 1893	1,500,000	7	M. & N.					

STOCKS, BONDS, AND INCOME.

DESCRIPTION.	Amount Outstand- ing.	Rate per Year.	Periods	Fiscal Year.	Miles Oper- ated.	Gross Receipts.	Net Profits.	REMARKS.
Wabash St. Louis & Pac.—(Contin'd)—	\$					\$	\$	
Wabash, 2d M. (Gt. West'n of '59) 1893	2,500,000	7	M. & N.					of 622 miles in the average length of road operated. Notwithstanding this gain in the profits of our lines, the int. charges and rentals have increased in a larger ratio." Income acc't for 2 yrs. as follows:
Consol. M. (all but D. & E. St. L.) 1907	2,610,000	7	Q.—F.					
1st mort. (Dec. & E. St. Louis) 1889	2,700,000	7	F. & A.					
Funded debt bonds 1907	2,938,453	6 & 7	F. & A.					
Mort., gold, s. fd. \$25,000. 1909	1,600,000	7	A. & O.					
Hannibal & Naples, 1st mort. 1909	500,000	7	J. & D.					
St. Louis Kansas City & Northern—								
1st mort. (Northern Missouri) 1895	6,000,000	7	J. & J.					
Real estate & r'lway 2d mort 1895	3,000,000	7	M. & S.					
1st & 2d on St. C. Br'ge, e. or rg 1903-08	1,388,500	6 & 7	A. & O.					
1st, Om. Div., gold, s. fd., cp. or rg. 1919	2,350,000	7	A. & O.					1881. 1882.
1st mort., gold, Clarinda Br. . . 1919	264,000	6	F. & A.					Receipts— \$ \$
Tol. Peoria & West., 1st mort. 1917	4,500,000	7	Q.—J.					Net earnings. 3,674,843 5,186,937
1st pref. income, conv. int. guar.	1,190,000	4	J. & J.					Other receipts. 277,245 328,760
2d pref. income bonds 1895	385,000	7	.....					Total income ... 3,952,091 5,515,697
Q. Mo. & Pac., 1st M., g. (int. guar.) 1909	1,204,000	6	J. & J.					Disbursements— \$ \$
Peoria Pekin & Jacks., 1st mort. 1894	1,000,000	7	J. & J.					Rentals paid. 1,009,079 987,608
Centrev. Morav. & Alb. RR., 1st M.	400,000	6	J. & J.					Interest on debt ... 3,447,627 4,302,006
Chic. Cin. & Louisv., 1st mort. 1887	1,000,000	7	J. & J.					Tax, rent of cars, &c. 637,504 809,105
								Dividends. 1,329,918
								Total. 6,424,128 6,098,719
								Balance, def. 2,472,037 583,022
Warren (N. J.)—								
Stock 1880	1,800,000	7	A. & O.	1879	18	490,040	313,198	New Hampton Junc. to Delaware Bridge, N. J., 18 ³ / ₄ miles. Leased to Del. Lack. & West. at 7 per cent on stock and bonds.
2d mort. 1900	750,000	7	A. & O.	1880	18	490,028	277,911	
1st consol. mort. 1905	600,000	7	M. & S.	1881	18	593,234	345,273	
				1882	18	481,984	255,193	
West Jersey—								
Stock 1879	1,375,800	3	Mar. '83	1879	128	586,178	209,873	Int. on bonds and dividends on stocks of leased roads have been deducted, and also the net earnings of the W. J. & At., &c. Paid 4 p. ct. in 1881. 3 & 3 scrip in 1882.
1st mort. 1896	1,000,000	6	J. & J.	1880	163	758,690	233,949	
1st mort., consolidated 1899	1,000,000	7	A. & O.	1881	163	981,600	344,182	
Consol. mort. 1909	456,500	6	M. & N.	1882	170	1,109,410	362,339	
West Jersey & Atlantic—								
Stock 1881	552,200	1881	34	135,562	53,034	Operated by West Jersey with a traffic guarantee.
1st mort. 1910	500,000	6	M. & S.	1882	34	162,540	57,408	

STOCKS, BONDS, AND INCOME.

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DESCRIPTION.	Amount Outstand- ing.	Rate per Year.	Periods	Fiscal Year.	Miles Oper- ated.	Gross Receipts.	Net Profits.	REMARKS.
Western Maryland—	\$					\$	\$	
Stock	682,250	----	1878-79	90	347,442	73,095	This company was largely assisted by the city of Baltimore, and was unable to pay all its interest. A compromise was made with the preferred second mortgage bondholders for funding coupons. In 1878-79 the construction account was closed and all expenses since charged to operating expenses.
1st mort., endorsed	1890 200,000	6	J. & J.	1879-80	90	397,564	88,278	
1st mort., unendorsed	1890 400,000	6	J. & J.	1880-81	119	461,871	85,951	
2d mort., endorsed	1895 300,000	6	J. & J.	1881-82	131	540,149	115,981	
2d mort., endorsed	1895 300,000	6	J. & J.					
2d pref. mort., unendorsed	1895 600,000	6	J. & J.					
3d mort., endorsed	1900 875,000	6	J. & J.					
4th mort., endorsed	1902 1,000,000	6	J. & J.					
Funded coupons	1890 544,626	6					
Western North Carolina—								
Stock	4,000,000	----					From Salisbury, N. C., to Paint Rock, Tenn. Controlled by Rich. & Danville.
1st mort.	1890 850,000	7	....		Earnings not reported.		
Consol. mort.	1911 3,100,000	6	J. & J.					
Western Pennsylvania—								
Stock	1,022,450	----	1879	85	514,422	152,871	Leased to Penn. RR. for net earnings. The lessee owns \$993,050 stock and all of the \$1,200,000 general mortgage.
1st mort.	1893 800,000	6	A. & O.	1880	85	517,695	134,211	
1st mort., Pittsburg Branch	1896 1,000,000	6	J. & J.	1881	85	610,211	166,954	
General mort.	1901 1,200,000	7	A. & O.	1882	85	646,655	216,965	
Wilmington Columbia & Augusta—								
Stock	960,000	6	J. & J.	1879-80	189	552,983	150,960	Wilm'ton, N. C., to Columbia, S. C., 189 m. Sold and reorganized in '79. \$149,000 spent in '81-2 for improv's not deducted.
1st mort.	1910 1,600,000	6	J. & D.	1880-81	189	646,886	125,897	
				1881-82	189	707,752	139,591	
Wilmington & Weldon—								
Stock	2,082,400	6	J. & D.	1879-80	181	604,727	188,968	The former lease was surrendered April 13, 1878. For three years, 1879-81, 3 per cent yearly dividends were paid.
Sterling bonds	1886 221,400	7	M. & N.	1880-81	181	752,119	299,203	
Sinking fund bonds, gold.	1896 936,000	7	J. & J.	1881-82	181	796,339	216,776	
Wisconsin Central—								
Stock, common	9,500,000	----	1879	456	851,091	193,090	In Jan., 1879, road taken possession of by trustees for bondholders, who still operate it. Land-grant over 800,000 acres. Stock is deposited in trust. In 1882 \$126,586 spent for improv's not deducted.
Stock, pref.	2,000,000	----	....	1880	460	1,146,353	265,748
Consol. mort., ld. gr., pref. 5% y'ly	400,000	5	M. & N.	1881	461	1,365,967	272,108	
1st series	1909 3,800,000	2 to 5	J. & J.	1882	440	1,388,490	238,818	
2d series, incomes.	1909 5,700,000	2 to 7	J. & J.					
Worcester & Nashua—								
Stock	1,789,800	3	J. & J.	1878-79	94	493,994	112,132	The rental charge of N. & R. being too

STOCKS, BONDS, AND INCOME.

DESCRIPTION.	Amount Outstand- ing.	Rate per Year.	Periods	Fiscal Year.	Miles Oper- ated.	Gross Receipts.	Net Profits.	REMARKS.
Worcester & Nashua—(Continued)—	\$					\$	\$	
Bonds, mort.....1887	275,000	5	Various	1879-80	94	575,860	115,027	heavy, an agreement was made in 1879 to reduce the int. on bonds to 5, and the divs. on N. & R. stock to 3 p. ct. The int. on W. & N. bonds was also reduced to 5.
Bonds, mort.....1893	250,000	5	A. & O.	1880-81	94	610,874	103,025	
Bonds, mort.....1895	400,000	5	F. & A.	1881-82	94	654,515	105,088	
Nashua & Roch., 1st mort., guar.1894	700,000	5	A. & O.					
CANAL.								
Chesapeake & Delaware—								
Stock.....	2,078,038	1878-79	14	180,883	116,825	Delaware City to Chesapeake City, Md.
1st mort. (originally \$2,800,000)1886	1,993,750	6	J. & J.	1879-80	14	201,783	128,887	
				1880-81	14	169,902	119,517	
				1881-82	14	212,741	120,055	
Chesapeake & Ohio—								
Stock.....	3,851,593	1879	184	233,567	10,380	This company was assisted with loans from the State of Maryland.
Maryland loan, sinking fund....1870	2,000,000	6	Q.—J.	1880	184	372,616	145,359	
Guaranteed sterling loan.....1890	4,375,000	5	Q.—J.	1881	184	308,838	67,080	
Bonds having next preference.. 1885	1,699,500	6	J. & J.					
Delaware Division—								
Stock (conv. into L.C. & N. stock).....	674,950	4	F. & A.	No	report of earnings.			Leased to Lehigh Coal & Nav. Co., and stock convertible into that stock.
1st mort. (ext'd 20 yrs. in '78)..1898	800,000	6	J. & J.					
Delaware & Hudson—								
Stock.....	20,000,000	7	Q.—M.	1879	148	7,354,475	603,806	This Co. leases and operates a number of railroads. The receipts here include coal sales and all others; the profits are less all the rentals.
1st mort., reg.....1884	3,385,000	7	J. & J.	1880	148	8,948,377	2,695,396	
1st mort., reg.....1891	5,549,000	7	J. & J.	1881	148	11,083,548	3,477,248	
Deb. loan of 1894, coup. & reg..1894	4,824,000	7	A. & O.	1882	148	10,804,252	3,150,284	
1st M., cp. and rg., on Penn.Div.1917	5,000,000	7	M. & S.					
Lehigh Coal & Navigation—								
Stock.....	12,151,950	5	J. & D.	1879	1,183,848	798,195	The Central of N. J. leases the Lehigh & Susq. R.R. of this Co., and assumes \$2,-310,000 of the loan due 1897. The gross receipts are from all sources; net receipts here are less the yearly amount for "depreciation" and sinking funds.
Loan, conv., coup., gold.....1894	771,000	6	M. & S.	1880	....	1,609,676	1,126,467
1st mort., reg.....1884	5,381,840	6	Q.—J.	1881	....	1,875,592	1,398,815
1st mort., reg., railroad.....1897	2,000,000	6	Q.—F.	1882	....	1,939,212	1,453,085
Mort. loan, gold.....1897	4,653,000	6	J. & D.					
Consol. mort. loan.....1911	2,470,750	7	J. & D.					
Greenw'd 2d M., reg. (extd. '77)1892	643,000	7	F. & A.					
Scrip.....1883-84	243,451	6	M. & S.					

STOCKS, BONDS, AND INCOME

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DESCRIPTION.	Amount Outstand- ing.	Rate per Year.	Periods	Fiscal Year.	Miles Oper- ated.	Gross Peceipts.	Net Profits.	REMARKS.
Morris—	\$					\$	\$	
Stock, consol.....	1,025,000	4	F. & A.					Leased to Lehigh Valley RR. at 10 per ct. on preferred stock and 4 on common.
Pref. stock.....	1,175,000	10	F. & A.					
New mort. (for \$1,000,000) .....1906	780,000	7	A. & O.	No	report of earnings.			
Boat loan.....1885	220,000	7	A. & O.					
Pref. stock scrip dividend.....1889	103,164	7	F. & A.					
Pennsylvania—								
Stock.....	4,501,200	1879	337	282,767	106,320	Worked in the interest of Pennsylvania Railroad, which guarantees interest on bonds. An old mortgage of \$90,000 is due in 1887.
Gen'l M. (int. guar.by Penn.RR.)1910	2,984,000	6	J. & J.	1880	337	368,769	183,800	
				1881	337	370,405	107,658	
				1882	337	381,033	105,745	
Schuylkill Navigation Co.—								
Stock, common.....	695,900	35 c.	J'ne,'83	1879	108	467,927	453,982	Leased to Phila. & Read. for 999 years. In March, 1883, the proposal from P. & R. to merge this Co. by exchanging the shares on certain terms, was rejected. The gross receipts here are the rental and miscellaneous receipts.
Stock, pref.....	3,282,550	70 c.	J'ne,'83	1880	108	417,445	378,255	
1st mort., extended.....1897	1,709,380	6	Q.—M.	1881	108	251,522	329,910	
2d mort.....1882 to 1907	3,910,390	6	J. & J.	1882	108	357,086	337,022	
Mort.bds.,cp.(payable by P.&R.)1895	1,200,000	6	J. & J.					
Improvement bonds.....1880	228,000	6	M. & N.					
Boat and car loan.....1913	756,650	6	M. & N.					
Boat and car loan.....1915	628,100	7	M. & N.					
Susquebanna—								
Maryland loan, 2d mort.....1885	1,000,000	6	J. & J.	1879	44,719	Leased and operated by Phila. & Reading RR. for interest on bonds and half of net earnings. The stock was exchanged for Phila. & Read., two of canal stock for one of Reading.
Susq. Canal, com. bds., 3d mort.1918	1,324,000	6	J. & J.	1880	....	53,630	.....
Pref. bonds, 1st mort.....1894	227,500	6	J. & J.	1881	....	59,999	.....
Pref., 1st T. W. priority bonds.1894	97,810	6	J. & J.	1882	....	65,801	.....
Bonds of 1872, 4th mort..... 1902	250,000	7	J. & J.					
MISCELLANEOUS.								
Colorado Coal & Iron—								
Stock.....	10,000,000	1880	765,365	210,315	This is an offshoot of the Denver & Rio Grande Railway. The Co. publishes a full annual report.
1st consol. mort., gold.....	3,500,000	6	F. & A.	1881	....	1,551,940	238,615
				1882	....	4,175,313	415,594
Oregon Improvement Co.—								
Stock.....	5,000,000	3½	Mar., 83					This is one of the auxiliary companies of the Oreg. & Transcontinental syndicate.
1st mort., gold, sinking fund.....1910	4,946,000	6	J. & D.					

STOCKS, BONDS, AND INCOME.

DESCRIPTION.	Amount Outstand- ing.	Rate per Year.	Periods	Fiscal Year.	Miles Oper- ated.	Gross Receipts.	Net Profits.	REMARKS.
Pullman Palace Car—	\$					\$	\$	
Stock	12,574,400	8	Q.—F.	1878-79	2,196,735	963,349	The company has shown a considerable surplus yearly over and above the payment of dividends.
Bonds, 3d series	1887 445,000	8	Q.—F.	1879-80	....	2,635,468	1,382,797
Bonds, 4th series	1892 820,000	8	Q.—F.	1880-81	....	2,995,496	1,655,087
Bonds, debenture	1888 941,000	7	A. & O.	1881-82	....	3,737,538	2,051,516
Bonds, £ deb. (conv. till Apr., '81.)	1885 49,500	7	A. & O.					
Western Union Telegraph—								
Stock	80,000,000	7	Q.—J.	1878-79	10,078,097	4,229,722	The earnings, as reported yearly, have increased enough to meet the charges for dividends on enlarged stock, and the rentals on lines absorbed.
Real est. bds., gold, sink. fd.	1902 1 373,000	7	M. & N.	1879-80	....	11,738,094	5,106,639
Bonds, cp. or reg., conv. till '85.	1900 3,920,000	7	M. & N.	1880-81	....	14,060,806	5,600,636
Sterl'g bds., coup. (s. fd. i p. ct.)	1900 941,382	6	M. & S.	1881-82	....	17,114,165	7,077,973

UNITED STATES SECURITIES.

The following is a statement of outstanding principal of the public debt of the United States on the 1st of January of each year from 1791 to 1843, inclusive, and on the 1st of July, at the close of each fiscal year, since 1844, inclusive. In the year 1870, and subsequently, the totals given are the *net* amount of debt and interest, less the balance of coin and currency in the Treasury, as reported in the public debt statement. Bonds issued to the Pacific Railroads are not included.

Year.	Amount.	Year.	Amount.	Year.	Amount.	Year.	Amount.	Year.	Amount.	Year.	Amount.
1791...	\$75,463,476	1807...	\$69,218,390	1823...	\$90,875,877	1839...	\$3,573,343	1855...	\$35,586,956	1871 ..	\$2,292,030,834
1792...	77,227,924	1808...	65,196,317	1824...	90,269,777	1840...	5,250,875	1856...	31,972,537	1872 ..	2,191,486,343
1793...	80,352,634	1809...	57,023,192	1825...	83,788,432	1841...	13,594,480	1857...	28,699,831	1873 ..	2,147,818,713
1794...	78,407,404	1810...	53,173,217	1826...	81,054,059	1842...	20,601,226	1858...	44,911,881	1874 ..	2,143,088,241
1795...	80,747,587	1811...	48,005,587	1827...	73,987,357	1843...	32,742,922	1859 ..	58,498,837	1875 ..	2,128,688,726
1796...	83,762,172	1812...	45,209,737	1828...	67,475,043	1844...	23,461,652	1860...	64,842,287	1876 ..	2,099,439,341
1797...	82,064,479	1813...	55,962,827	1829...	58,421,413	1845...	15,925,303	1861 ..	90,580,873	1877 ..	2,060,158,223
1798...	79,228,529	1814...	81,487,846	1830...	48,565,406	1846...	18,550,202	1862...	524,176,412	1878 ..	2,035,786,831
1799...	73,408,669	1815...	99,803,660	1831...	39,123,191	1847...	38,826,534	1863...	1,119,772,138	1879 ..	2,027,207,265
1800...	82,976,294	1816...	127,334,933	1832...	24,322,235	1848...	47,044,862	1864 ..	1,815,784,370	1880 ..	1,942,172,295
1801...	83,038,051	1817...	123,491,965	1833...	7,001,698	1849...	63,061,858	1865...	2,680,647,869	1881 ..	1,840,598,811
1802...	80,712,632	1818...	103,466,633	1834...	4,760,082	1850...	63,452,773	1866...	2,773,236,173	1882 ..	1,688,914,460
1803...	77,054,686	1819...	95,529,648	1835...	37,513	1851...	68,304,796	1867...	2,678,126,103	1883 ..	1,552,000,000
1804...	86,427,120	1820...	91,015,566	1836...	336,957	1852...	66,199,341	1868...	2,611,687,851		
1805...	82,312,150	1821...	89,987,427	1837...	3,308,124	1853...	59,803,117	1869...	2,588,452,213		
1806...	75,723,270	1822...	93,546,676	1838...	10,434,221	1854...	42,242,222	1870...	2,386,358,599		

UNITED STATES SECURITIES.—1882.

	Coupon Bonds.				Registered Bonds.			Coupon Bonds.				Register'd Bonds.	
	6s, cont'd at 3½.	5s, cont'd at 3½.	4½s, 1891.	4s, 1907.	6s, cur'cy, 1898	3s, option U. S.		6s, cont'd at 3½.	5s, cont'd at 3½.	4½s, 1891.	4s, 1907.	6s, cur'cy, 1898.	3s, opt'n U.S.
January.													
Opening	100¾	x 102½	114¾	117¾	131	....	Opening	102	x 101	114	x 119	....	....
Highest.....	101	102¾	114¾	118½	131	....	Highest	102	102½	115	120½	....	....
Lowest	100¾	102½	114¾	117¼	131	....	Lowest	101¼	100¾	114	118½	....	....
Closing.....	101	102¾	114¾	118¼	131	....	Closing	101¼	101½	114½	120¾	....	....
February.													
Opening	101	102½	114¾	118	....	....	Opening .....	....	101¼	114½	120¾	....	....
Highest.....	101	102½	114¾	118½	....	....	Highest.....	....	101¼	114½	120¼	....	....
Lowest	100¾	101¾	114¾	117¾	....	....	Lowest .....	..	101¼	114¾	119¾	....	....
Closing.....	100¾	102	114½	118	....	....	Closing .....	..	101¾	114½	119¾	....	....
March.													
Opening.....	100¾	102	x 113¾	118	....	....	Opening .....	....	101	113	119¾	....	....
Highest.....	101½	103¾	113¾	119½	....	....	Highest.....	....	101½	113	120¼	....	....
Lowest.....	100¾	102	113¾	118	..	....	Lowest .....	....	100¾	112¾	119½	....	....
Closing.....	101½	103¾	113¾	119½	....	....	Closing.....	....	100½	112¾	119½	....	....
April.													
Opening	101¾	x 102½	115¼	x 118¾	....	..	Opening.....	....	x 100¼	113¼	x 118½	....	102¼
Highest.....	101¾	103	116½	121¾	....	....	Highest.....	....	100¼	113¼	119½	....	102½
Lowest....	101¼	101¾	115¼	118¾	....	..	Lowest.....	....	100¼	113	118¾	....	102¼
Closing.....	101¾	102¼	116¼	121	....	....	Closing.....	....	100¼	113¾	119½	..	102¼
May.													
Opening	101¼	102¼	116½	121	....	..	Opening.....	....	101¾	113	119½	....	102¾
Highest	101¾	102¼	116¼	121½	....	....	Highest.....	....	101¾	113¾	119½	....	102¾
Lowest.....	101¼	101¼	115½	120½	....	....	Lowest.....	....	101¾	113	118¾	....	101¾
Closing	101¾	101¼	115½	120¾	....	....	Closing.....	....	101¾	113	119¼	....	102
June.													
Opening	x 100	101½	x 114½	120¾	....	....	Opening .....	....	101½	x 112¾	120½	....	102¾
Highest.....	100¾	101¾	114¼	120¾	..	....	Highest.....	..	103¾	113¾	121	....	103
Lowest.....	100	101½	114¼	120¾	....	....	Lowest.....	....	101½	112¾	120	....	102¾
Closing.....	100¾	101¾	114¼	120¾	....	....	Closing.....	....	103¼	113¾	120¼	....	103
July.													
Opening	102	x 101	114	x 119	....	....	Opening	102	x 101	114	x 119	....	....
Highest.....	102	102½	115	120½	....	....	Highest	102	102½	115	120½	....	....
Lowest	101¼	100¾	114	118½	....	....	Lowest	101¼	100¾	114	118½	....	....
Closing	101¼	101½	114½	120¾	....	....	Closing	101¼	101½	114½	120¾	..	....
August													
Opening .....	....	101¼	114½	120¾	....	....	Opening .....	....	101¼	114½	120¾	....	....
Highest.....	....	101¼	114½	120¼	....	....	Highest.....	....	101¼	114½	120¼	....	....
Lowest .....	..	101¼	114¾	119¾	....	....	Lowest .....	..	101¼	114¾	119¾	....	....
Closing .....	..	101¾	114½	119¾	....	....	Closing .....	..	101¾	114½	119¾	....	....
September.													
Opening .....	....	101	113	119¾	....	....	Opening .....	....	101	113	119¾	....	....
Highest.....	....	101½	113	120¼	....	....	Highest.....	....	101½	113	120¼	....	....
Lowest .....	....	100¾	112¾	119½	....	....	Lowest .....	....	100¾	112¾	119½	....	....
Closing.....	....	100½	112¾	119½	....	....	Closing.....	....	100½	112¾	119½	....	....
October.													
Opening.....	....	x 100¼	113¼	x 118½	....	102¼	Opening.....	....	x 100¼	113¼	x 118½	....	102¼
Highest.....	....	100¼	113¼	119½	....	102½	Highest.....	....	100¼	113¼	119½	....	102½
Lowest.....	....	100¼	113	118¾	....	102¼	Lowest.....	....	100¼	113	118¾	....	102¼
Closing.....	....	100¼	113¾	119½	....	102¼	Closing.....	....	100¼	113¾	119½	..	102¼
November.													
Opening.....	....	101¾	113	119½	....	102¾	Opening.....	....	101¾	113	119½	....	102¾
Highest.....	....	101¾	113¾	119½	....	102¾	Highest.....	....	101¾	113¾	119½	....	102¾
Lowest.....	....	101¾	113	118¾	....	101¾	Lowest.....	....	101¾	113	118¾	....	101¾
Closing.....	....	101¾	113	119¼	....	102	Closing.....	....	101¾	113	119¼	....	102
December.													
Opening .....	....	101½	x 112¾	120½	....	102¾	Opening .....	....	101½	x 112¾	120½	....	102¾
Highest.....	..	103¾	113¾	121	....	103	Highest.....	..	103¾	113¾	121	....	103
Lowest.....	....	101½	112¾	120	....	102¾	Lowest.....	....	101½	112¾	120	....	102¾
Closing.....	103¼	113¾	120¼	103	Closing.....	103¼	113¾	120¼	103

UNITED STATES SECURITIES.—1883.

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	Coupon Bonds.			Registered Bonds.			Coupon Bonds.			Registered Bonds.	
	5s, cont'd at 3½.	4½s, 1891.	4s, 1907.	3s, option U. S.	6s, cur'cy 1898.		5s, cont'd at 3½.	4½s, 1891.	4s, 1907.	3s, option U.S.	6s, cur. 1898.
January.						April.					
Opening	x 102	113½	x 119½	x 103¼	131½	Opening .....	....	113½	x 119½	x 103½	....
Highest....	104	113½	119¾	104½	131½	Highest .....	....	113¾	120	103¾	....
Lowest . . .	102	112¾	118¾	103¾	131½	Lowest .....	....	113½	119¾	103	....
Closing.....	104	113	118¾	104½	131½	Closing .....	....	113½	119¾	103	....
February.						May					
Opening	103¾	113¼	118¾	104¼	...	Opening .....	....	113	119¾	103¾	....
Highest	103¾	113¾	120	104¼	....	Highest.....	....	113¾	119¾	103¾	....
Lowest ...	103¾	113¼	118¾	103¾	....	Lowest .....	....	113	119	103¼	....
Closing.....	103¾	113¾	119¾	104½	...	Closing .....	..	113¼	119¼	103½	....
March.						June.					
Opening.....	....	x 112½	119¾	104	....	Opening .....	....	x 112½	119¾	103½	....
Highest.....	....	113¾	120½	104¼	....	Highest.....	..	113	120	104	....
Lowest.....	....	112½	119	103¾	....	Lowest .....	....	112¾	119¾	103½	....
Closing.....	....	113¾	120½	103¾	....	Closing.....	....	112¾	120	103¾	....



MONTHLY RANGE OF RAILROAD AND MISCELLANEOUS BONDS AND STOCKS IN NEW YORK.

The tables following show the highest and lowest prices, monthly, of all railroad and miscellaneous stocks and bonds sold at the New York Stock Exchange.

The prices are compiled from actual sales made at the Board, and the sales of round lots only are taken as a standard, except in case of those few stocks which are sold mainly in small lots, and for which no price would be obtained unless such sales of small lots were taken.

RAILROAD BONDS IN NEW YORK—1882.

BONDS.	JANUARY	FEBR'RY.	MARCH.	APRIL.	MAY.	JUNE.	JULY.	AUGUST.	SEPT'BER.	OCTOBER.	NOV'BER.	DEC'BER.
	High.Low	High.Low	High.Low	High.Low	High.Low	High.Low	High.Low	High.Low	High.Low	High. Low	High.Low	High. Low
Atlantic & Pac.—1st...6	98 - 95	95 - 94	97 - 95½	97 - 95	100¼- 97	101¾-100¼	100 - 98	99½- 98½	.... - ....	97 - 97	97½- 97	97¼- 96
Income.....6	37½- 37¼	34 - 28	33½- 33	.... - ....	.... - ....	23 - 28	33½- 31 - - - - -
Allegh. Cent.—1st.....6	.... - ....	.... - ....	.... - ....	.... - ....	.... - ....	103 -103 - - - - - -
B. & O.—1st, Park. Br.6	.... - ....	.... - ....	.... - ....	.... - ....	.... - ....	.... - ....	.... - ....	.... - ....	.... - ....	.... - ....	.... - ....	113 -117
Bost. H. & Erie.—1st..7	69 - 61	64¼- 52½	55 - 46	53 - 47¾	50½- 47¾	53 - 46	59 - 52	56½- 53¼	60 - 55½	54¼- 53½	51¼- 44	50 - 46½

BONDS.	JANUARY	FEBRU'RY.	MARCH.	APRIL.	MAY.	JUNE.	JULY.	AUGUST.	SEPT'BER.	OCTOBER.	NOV'BER.	DEC'BER.
	High. Low	High. Low	High. Low	High. Low	High. Low	High. Low	High. Low	High. Low	High. Low	High. Low	High. Low	High. Low
B'klyn B. & C. I.—1st.6	.... - ....	.... - ....	.... - ....	.... - ....	.... - ....	.... - ....	.... - ....	.... - ....	.... - ....	.... - ....	105½-105½ -
Bur. C. R. & N.—1st ...5	100½-99½	100 - 98½	100¾-98¾	102¾-99¾	102¾-101½	102¾-98¾	102 -101½	102¾-101¾	101½-100	101½-100¼	102¾-101¾	100¾-99¾
C. R. Ia. F. & N.—1st.6	.... - ....	.... - ....	105 -105	102 -102	104 -102	100 -100	.... - ....	108 -108	.... - ....	.... - ....	106 -106	106 -100
Central Iowa—1st.....7	115½-112½	111½-111	111 -109½	112 -110½	114½-112½	113½-113½	114 -113½	111½-110¾	111 -108	110 -108	109 -108	112 -108
Debt certs.....	.... - ....	.... - ....	75 - 75	.... - ....	.... - ....	.... - ....	.... - ....	.... - ....	65 - 65	65 - 65	60½-60½ -
Cent. R.R. of N. J.—1st.7	119¾-118¾	115¾-115	116½-115	118 -115½	118½-117½	118½-117	119 -118¾	116 -115½	116 -116	116½-114¾	117 -116 -
Consol., assented.....7	115½-112½	115¾-114¾	114¾-111	112½-108	111½-109½	111 -109¾	111½-108¾	111½-109	110¾-109	109¾-108¾	109½-107½	110 -107½
Conv., assented.....7	115 -114	115½-114	116½-114	119 -111	110½-108½	109¾-107½	109¾-109¾	112½-111½	110½-109	113½-110	108½-108½	108½-107½
Adjustment.....7	109½-105	108½-103½	106 -104	107 -106	107 -106	106½-103½	107½-106	108 -107½	111 -110	108 -107	105½-105	100 -104
Income.....7	103¾-101½	103½-101½	101 -90	96 -95	90 -90	90 -86	93 -90	.... - ....	.... - ....	87 -81½	85 -80	85 -82
Leh. & W. B.—Assent 7	108½-107½	108¼-106	103 -102½	105¼-101¼	106 -103	102 -99¾	107 -103½	107 -106¾	105 -103½	103 -100	102¾-101½	101¼-100
Income.....7	.... - ....	92 -90½	87 -86	90 -89½	83½-83½	80 -80	85 -83	85 -85	85 -85 - - -
Am. Dock & Imp.....5	101 -100	100 -100	97 -97	.... - ....	93 -94	.... - ....	.... - ....	94½-92½	95 -94	93 -93	91 -91	93 -93
Charl. Col. & Aug.—1st.7	.... - ....	.... - ....	.... - ....	108 -108 - - - - - - - -
Ches. & O.—Pur. M. fd.6	.... - ....	114 -112	.... - ....	.... - ....	110 -110	.... - ....	108 -108	.... - ....	114½-114½	116 -116	114½-114½ -
Series A.....6	104 -101	102½-102	103 -103	100½-100	101 -100	101½-100	106 -102	108½-105¾	108 -107½	104½-104	104½-104	100 -104
Series B.....6	82½-80¾	82¼-78	81 -75	82½-80¾	82 -78½	81 -77¾	86 -80½	86 -84¾	88 -85½	90 -86½	87¾-84½	88¾-80
Cur., int deferred.....6	53½-50½	52 -45½	49 -40	48½-43½	49 -45	48½-44	54½-47½	54½-50½	55¼-51	50 -52	54½-49	54½-51
Mortgage, 1911.....6	.... - ....	.... - ....	.... - ....	100½-100½	.... - ....	100 -100	.... - ....	102 -101	102½-101½	.... - ....	.... - ....	100 -100
Chic. & Alton—1st.....7	121 -119½	.... - ....	.... - ....	123 -122	126 -126	.... - ....	122 -122	122 -122	122 -120	122 -122	120 -120	120 -120
Income.....7	103 -102	104 -104	103 -103	101 -101	.... - ....	.... - ....	.... - ....	.... - ....	.... - ....	.... - ....	100½-100¼ -
Sinking fund.....6	115 -113	.... - ....	114½-114½	115 -114½	112¾-112	113½-113	114 -113½	114 -111	114½-114½	116¼-115	112 -112	114¾-112½
Lou. & Mo. Riv.—1st.7	119 -118	.... - ....	.... - ....	.... - ....	113 -113	115½-115½ - - - - - -
2d.....7	.... - ....	.... - ....	.... - ....	110 -110 - - - - - - - -
St. L. J. & Chic.—1st..7	119 -116½	.... - ....	118½-115½	.... - ....	113 -113	115 -115	.... - ....	118 -116	118 -118	.... - ....	116 -116 -
Chic. Bur. & Q.—1st...8	103½-103	104 -103½	104 -104	104¾-104¼	105¼-105	105 -105	101½-101½	101½-101½	.... - ....	102½-102	103¼-102¾	103¾-103¾
Sinking fund.....5	.... - ....	.... - ....	.... - ....	.... - ....	.... - ....	107 -103½	.... - ....	105 -105	104½-104	102½-101¾	102¾-102¾ -
Consol.....7	127¼-120	126¾-125½	126¾-125½	128¾-127	129 -128	132 -130	128½-127	128½-127	128 -127½	128 -127¼	129 -128½	129¼-128½
Iowa Div.....5 - - - -	101½-101½ - - - - - - -

RAILROAD BONDS IN NEW YORK.—1882 CONTINUED.

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BONDS.	JANUARY		FEBR'RY.		MARCH.		APRIL.		MAY.		JUNE.		JULY.		AUGUST.		SEPT'BER.		OCTOBER.		NOV'BER.		DEC'BER.	
	High.	Low	High.	Low	High.	Low	High.	Low	High.	Low	High.	Low	High.	Low	High.	Low	High.	Low	High.	Low	High.	Low	High.	Low
Chic. Burl. & Quincy—																								
Iowa Div. 4	....	- ....	88	- 88	....	- ....	86	- 85½	87½	- 86¾	88	- 86½	87¾	- 87	87½	- 84	87¾	- 87	84½	- 84½	84¾	- 84½	87½	- 84½
Denver Div., 1922. 4½	....	- ....	....	- ....	....	- ....	....	- ....	....	- ....	....	- ....	....	- ....	84¾	- 84	85	- 84	84¾	- 83	83¾	- 83	85½	- 84¾
Chic. & E. Ill.—1st, s. f.	104	-104	....	- ....	....	- ....	92½	- 92½	....	- ....	99½	- 98	100	-100	100	- 99½	99	- 99	101	-100	98	- 97	97	- 97
Income.....	....	- ....	....	- ....	....	- ....	....	- ....	....	- ....	....	- ....	....	- ....	....	- ....	....	- ....	....	- ....	....	- ....	87	- 87
Chic. Mil. & St. P.—1st. 8	136	-136	135	-131½	132½	-132	133½	-133	134¾	-134½	135	-134½	134	-134	....	- ....	133	-130	133	-131	135	-133	133	-133
2d 7 3-10	121	-120	....	- ....	120	-120	120	-119	121½	-121½	122	-122	124	-124	124	-118	129	-129	125½	-125	....	- ....	125	-125
1st, gold..... 7	125	-123½	125½	-125	125½	-125½	127	-125	127	-127	124	-123	124	-124	....	- ....	125	-124½	127½	-124½	130	-129	....	- ....
1st La Crosse Div..... 7	121	-115½	118½	-117	121½	-116	122	-118¾	120	-120	122½	-120	118½	-118½	122	-121	129	-127½	125½	-123	....	- ....	123	-123
1st I. & M. Div..... 7	119	-119	116	-116	120½	-120	120	-119½	....	- ....	122	-120	....	- ....	122	-122	129	-124	125½	-123	....	- ....	123	-123
1st I. & D. Div..... 7	....	- ....	....	- ....	....	- ....	....	- ....	....	- ....	....	- ....	....	- ....	....	- ....	....	- ....	125½	-124½	....	- ....	123½	-122
1st C. & M. Div..... 7	123	-122½	118	-118	....	- ....	125	-120½	125	-125	....	- ....	....	- ....	125	-125	128	-128	125	-125	126½	-126½	126	-122
Consol..... 7	121½	-118¾	121	-119	122	-118	122	-120	122½	-121½	123	-120½	121½	-119½	125	-122½	129	-124½	126	-124	125	-124½	126½	-122½
2d, 1884..... 7	....	- ....	....	- ....	....	- ....	....	- ....	102	-102	105	-105	....	- ....	....	- ....	....	- ....	101½	-101½	101¾	-101¾	....	- ....
1st I. & D. Exten..... 7	120	-118½	116½	-115½	121¼	-119¾	121	-119	121	-120	123	-123	121	-121	123	-122	128	-126	....	- ....	....	- ....	122	-122
1st So. West Div..... 6	107	-103½	107	-106¾	105½	-104	110	-110	109½	-108½	110	-109	....	- ....	....	- ....	108½	-108½	110	-108½	108½	-108½	110	-110
1st La C. & Dav..... 5	95	- 94	94	- 94	93½	- 92¾	95	- 93	....	- ....	95	- 95	94½	- 94½	94	- 93	94½	- 94	94	- 93½	94	- 94	....	- ....
1st So. Minn. Div..... 6	104½	-103	103½	-103	104½	-103	108½	-104¾	108½	-107½	110	-108	108½	-106½	108½	-107	108½	-107½	109	-107	109	-107½	109½	-107½
1st H. & D. Div..... 7	114¼	-113½	114	-113¾	115¼	-113¾	117½	-115	118	-117¾	119	-117½	117½	-115½	118¾	-118	118¾	-117	117½	-117½	119	-119	120	-119
Chic. & Pac. Div..... 6	107½	-107½	107	-107	108½	-106½	110	-109	110½	-110	111	-110¾	....	- ....	108	-108	110	-108	110	-110	....	- ....	112	-112
Western Div..... 5	95¼	- 93¾	94	- 90	94	- 92	94½	- 93¾	95	- 93¾	94½	- 93¾	93¾	- 91½	93½	- 93¼	93½	- 92¾	93	- 92¾	93	- 91½	94¼	- 91¾
Mineral Point..... 5	95	- 95	....	- ....	....	- ....	....	- ....	....	- ....	94	- 94	91½	- 91½	92¼	- 92	....	- ....	91	- 91	90½	- 90½	94	- 93
Chic. & L. Sup. Div. 5	....	- ....	....	- ....	....	- ....	....	- ....	....	- ....	....	- ....	94¾	- 93	....	- ....	....	- ....	....	- ....	....	- ....	....	- ....
Chic. & N.W.—S.F..... 7	110½	-110	107	-107	107½	-107½	107	-107	....	- ....	110½	-110	....	- ....	....	- ....	107	-107	....	- ....	....	- ....	....	- ....
Interest..... 7	....	- ....	....	- ....	105½	-104½	....	- ....	103	-102½	....	- ....	....	- ....	....	- ....	104	-104	....	- ....	....	- ....	....	- ....
Consol..... 7	134¼	-132	131	-131	132	-131	133½	-132	134	-133	133½	-131	....	- ....	1 1	-151	133	-132	134½	-134½	133	-130	134	-133
Extension..... 7	....	- ....	107	-107	105½	-105½	....	- ....	....	- ....	....	- ....	....	- ....	....	- ....	....	- ....	....	- ....	....	- ....	....	- ....
1st mort..... 7	110½	-110½	107	-107	107½	-104	109	-108	110	-109	110	-109	109½	-109½	106¾	-105½	107	-107	107½	-106½	106½	-106½	108½	-107½
Gold, coup..... 7	127	-123	126¾	-123	126	-122	129	-125	128¾	-127	125¾	-124	127¼	-126½	126½	-124	126	-125	128½	-125½	128½	-126½	125	-125

RAILROAD BONDS IN NEW YORK—1882 CONTINUED.

BONDS.	JANUARY	FEBR'RY.	MARCH.	APRIL.	MAY.	JUNE.	JULY.	AUGUST.	SEPT'BER.	OCTOBER.	NOV'BER.	DEC'BER.
	High. Low	High. Low	High. Low	High. Low	High. Low	High. Low	High. Low	High. Low	High. Low	High. Low	High. Low	High. Low
Chic. & Northwest—												
Gold, reg.....7	125 -123	.... - ...	124 -124	.... - ....	127 -126½	125 -123½	125 -125	.... - ....	125 -125	126½-126	128 -126½	125 -124¾
Sinking fund, coup....6	111¼-109	112 -110½	112½-112	110½-110	110½-110½	111¼-111¼	110½-110½	111½-111½	113 -111¾	110½-109	109½-109½	109½-109½
Registered.....6	111¼-111¼	.... - ....	101 -109	110 -109 - - - - - - - -
Sinking fund, coup...5	101½-100	101¼-100	101½-101½	100 - 99	100 - 100	101¼-100¾	101¼-100¾	102 -100¾	102½-101½	99½-98¾	99½-98¾	100 - 98¾
Registered.....5	100¾-100¾	.... - ....	.... - ....	.... - ....	.... - ....	.... - ....	.... - ....	.... - ....	.... - ....	.... - ....	99½-99	99 - 98½
Escan. & L. Sup., 1st	.... - ....	.... - ....	.... - ....	.... - ....	.... - ....	.... - ....	.... - ....	.... - ....	.... - ....	.... - ....	111 -111 -
Des M. & Min. 1st	.... - ....	.... - ....	.... - ....	.... - ....	.... - ....	.... - ....	.... - ....	.... - ....	.... - ....	.... - ....	121 -121 -
Iowa Midland—1st...8	.... - ....	.... - ....	.... - ....	.... - ....	132 -132	130 -130	.... - ....	.... - ....	.... - ....	.... - ....	130 -130 -
Chic. & Mil.—1st.....7	122 -118	119 -119	.... - ....	123 -121	122 -121	124 -123 - - - - - -
Winona & St.P.—1st.7	107 -107	109¼-109¼	110 -108½	109¾-109	110 -110	110 -109¾	106 -105	107½-107½	.... - ....	108 -106½	.... - ....	110 -108½
2d.....7	120 -120	.... - ....	126 -120	.... - ....	120½-120	120 -115	.... - ....	120 -120	128¼-127 - - -
Mil. & Mad.—1st.....6	.... - ....	.... - ....	.... - ....	109 -109	.... - ....	.... - ....	.... - ....	112 -112	114 -114 - - -
Chic. R.I. & P.—Coup..6	126½-125	127 -126	128 -127	128 -127	128¼-127	130 -128¼	128¾-128¾	.... - ....	126 -126	129 -127	.... - ....	128 -127¾
Reg.....6	126 -124	126¾-126¾	127½-127	.... - ....	.... - ....	.... - ....	.... - ....	126½-126½	.... - ....	.... - ....	128 -127½	128½-127¾
Keok'k & Des M.—1st.5	106 -105	105¾-105¾	105½-104¾	104½-102¾	104 -103¼	106½-105½	106¼-106	.... - ....	105 -103¾	102 -100	102 -101½	101¾-101
C.St.L.&N.O.—1st con.7	115 -115	.... - ....	117 -116	.... - ....	.... - ....	.... - ....	118 -118 - - - - -
New.....5	.... - ....	.... - ....	.... - ....	.... - ....	.... - ....	104¼-104	103½-102	105 -102¾	105½-104¾	105 -104 - -
C.St.P.M.&O.—Cons..6	100½-98¾	100¼-99	101½-98½	103½-101½	106½-102¾	103¼-100½	105½-103	105¾-104¾	106½-105½	108½-106½	108 -107	110 -104
Chic.St.P.&M.—1st..6	112 -108¾	112 -111¼	111 -111	114½-113	113 -111	114 -110	114½-112	112 -110	114 -111	114 -114	111 -110	111 -111
St. P. & S. City—1st..6	110½-109	112½-112	113 -111	110¾-109½	111 -109½	112 -110	111½-111½	111½-110	112 -111	110½-109	111 -109½	113 -110
Cin. I.St.L.&C.—Cons.6	.... - ....	113½-113½ - - - - - - - - - -
Cin. Laf. & Chic.—1st.7	.... - ....	.... - ....	.... - ....	.... - ....	.... - ....	.... - ....	.... - ....	110 -110 - - - -
Cin. Sand. & Clev.—1st.7	.... - ....	.... - ....	.... - ....	99½-99½	.... - ....	.... - ....	.... - ....	.... - ....	.... - ....	.... - ....	95 -95 -
Cin. & Sp.—Gd L.S. & M.S	.... - ....	.... - ....	.... - ....	111 -111 - - - - - - - -
Cl. C. C. & I.—1st, s. fd.7	125 -122½	125 -124	.... - ....	126 -126	.... - ....	125 -124½	124 -123	124½-123	.... - ....	120¼-120¼	120¾-120¼	121¾-121
Consol.....7	124¾-123¾	124½-124½	125 -125	126 -125½	124 -124	121 -121	.... - ....	.... - ....	.... - ....	.... - ....	121½-121	120¼-120¼
Colum. & Greenv.—1st.6 -	105 -105	102½-102½	102 -102	103 -102½ - - - - - - -
2d mort.....6 -	96 -95 - - - -	88¼-88¼	88½-88½ - - - -

RAILROAD BONDS IN NEW YORK—1882 CONTINUED.

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BONDS.	JANUARY	FEBR'RY.	MARCH.	APRIL.	MAY.	JUNE.	JULY.	AUGUST	SEPT'BER.	OCTOBER.	NOV'BER.	DEC'BER.
	High. Low	High. Low	High. Low	High. Low	High. Low	High. Low	High. Low	High. Low	High. Low	High. Low	High. Low	High. Low
Col. Coal & I.—1st, con. 6	90 - 88	92 - 85½	93½- 90	93 - 92	93 - 91	92 - 90	91 - 90½	87½- 86	87½- 86½	87 - 84	85 - 83	83½- 82½
Del. & Hud. C.—1st, '84. 7	105 - 103½	105½-105	105½-105½	106¾-105¼	107 - 106¼	107 - 107	106 - 105½	107 - 106	106¾-106	105½-105½	105½-105½	107 - 106½
7s, 1891..... 7	113½-112	115 - 112½	116 - 114½	116 - 115	118 - 115½	117 - 116	115½-113	117 - 115	.... - ....	116½-115	116 - 115½	116 - 116
1st, extension..... 7	.... - ....	.... - ....	116 - 116 - - - - - - - - -
Coupon, 1894..... 7	119½-117½	118 - 118	118 - 118	116½-115½	117 - 116½	.... - ....	119 - 118	118½-118	.... - ....	115 - 113½	113¾-113	115 - 114
Registered, 1894..... 7	116½-116½	118 - 118	118 - 118	115½-115	117 - 117	117 - 117 - - - - - -
Penna. Div.—Coup..... 7	128 - 128	.... - ...	120½-120½	125½-125½	125½-122½	126 - 126	.... - ....	130 - 129	128 - 128	.... - ....	120 - 120 -
Registered..... 7	.... - ....	.... - ....	.... - ....	125½-125½	.... - ....	.... - ....	.... - ....	130½-130 - - - -
Alb. & Susq.—1st m. 7	.... - ....	113½-113½	.... - ....	113½-113½	.... - ....	.... - ....	113 - 113	113 - 113 - - - -
2d mort..... 7	108 - 108	.... - ....	108½-108	105½-105½	105 - 105	.... - ....	.... - ....	107½-107½	.... - ....	105 - 104½	105½-104½	106¼-106
1st consol. guar..... 7	124¾-124¾	128 - 123	.... - ....	126 - 125	125½-125½	125 - 125	.... - ....	126½-126½	.... - ....	124 - 124	.... - ....	125 - 121½
Rens. & Sar.—1st, cp. 7	136 - 133 - - - - - - - - - - -
Del. Lac. & W.—Conv. 7	.... - ....	130 - 130	127½-127½	.... - ....	.... - ....	.... - ....	.... - ....	.... - ....	.... - ....	.... - ....	.... - ....	116¾-116
Con., 1907..... 7	.... - ....	.... - ....	.... - ....	.... - ....	.... - ....	.... - ....	128 - 127	.... - ....	.... - ....	.... - ....	130 - 130	128¾-127
Syr. Bin. & N. Y., 1st. 7	123½-123	.... - ....	.... - ....	122½-120	124 - 122	.... - ....	123½-123½	.... - ....	.... - ....	.... - ....	122 - 122	126½-126½
Morris & Essex—1st. 7	138 - 136	136½-134	136½-134	140 - 136½	136 - 135½	136 - 133	137 - 135	.... - ....	140 - 137½	140 - 138	135 - 135 -
2d mort..... 7	117 - 116	.... - ....	115 - 115	116 - 115	116¾-116¾	115 - 115	117 - 117	114 - 112¾	113½-113½	115 - 115	115½-114½	115 - 115
7s, 1871..... 7	125 - 122½	123 - 122	.... - ....	122½-121½	122½-122	121¾-121	.... - ....	123½-123½	124 - 120	121 - 121	121 - 121	121½-120¾
Con., guar..... 7	124¾-123½	125 - 122	123 - 120	125½-123½	126 - 125	121¾-121	121¾-121	124½-121¾	125½-124	125½-124	125½-124	122½-120¾
Denver & Rio G.—1st. 7	114¼-112½	114 - 112¼	113¾-112¼	114½-113	113½-112	113¾-112¼	116½-112½	115½-113½	115½-113½	115¾-113	109½-105	109½-107
Consol..... 7	106 - 102½	105 - 93½	104½- 99	106½-103¾	108¼-105	105½-103½	102¾-101	102¾- 96	100 - 98½	98½- 94	96 - 90½	96½- 90
Denv. So. P. & P.—1st. 7	105¾-101½	101½-101½	103 - 101	105 - 103½	102 - 100	101½-100½	101¾-101½	101¾-101	102½-101½	102½-102	97½- 97½	100 - 99
Des M. & Ft. D.—1st, inc	75½- 73½	73 - 73 - - - - - - - - - -
Det. M. & Marq.—1st. 6	.... - ....	.... - ....	95 - 94	92 - 91½	.... - ....	89 - 89 - - - - - -
Dubuque & Dak.—1st 6	.... - ....	.... - ....	.... - ....	.... - ....	.... - ....	.... - ....	.... - ....	.... - ....	99 - 98½ - - -
E. Tenn. V. & G.—1st. 7	115 - 113½	115½-115	.... - ....	.... - ....	.... - ....	.... - ....	113 - 113	.... - ....	115 - 113	.... - ....	114½-114 -
Consol..... 5	80 - 78	78 - 75	76 - 69	76½- 74	77 - 76¼	76 - 75	78½- 73¼	77¾- 73¾	75½- 71½	75 - 71½	74¼- 70	76 - 73
Divisional. 5	.... - ....	.... - ....	95 - 90	.... - ....	.... - ....	91 - 91	.... - ....	92½- 92½	.... - ....	.... - ....	100½-100½ -
Income 6	58¼- 54¾	56½- 52	53½- 47	50 - 47½	50½- 46½	47½- 44	49 - 46	48½- 42	46 - 42	45 - 38	43 - 37	40¾- 39½

RAILROAD BONDS IN NEW YORK—1882 CONTINUED.

BONDS.	JANUARY	FEBR'RY.	MARCH.	APRIL.	MAY.	JUNE.	JULY.	AUGUST.	SEPT'BER.	OCTOBER.	NOV'BER.	DEC'BER.
	High. Low	High. Low	High. Low	High. Low	High. Low	High. Low	High. Low	High. Low	High. Low	High. Low	High. Low	High. Low
Eliz. City & Norf.—Inc.6	37 - 37 - - - - - - - - - - -
Eliz. Lex. & Big. S.... 6	.... - ....	.... - ....	100 - 93	99½ - 98½	.... - ....	99 - 93	96 - 94	96 - 96	95 - 95	97 - 95	96 - 94	95 - 93
Erie—1st, Extended....7	126 - 126	126 - 126	126½ - 126	.... - ....	127½ - 127½	.... - ....	.... - ....	130 - 130	126½ - 126½	128½ - 128	125 - 124½	124 - 122
2d, Ext.....5	107½ - 106	.... - ....	103 - 103	107 - 107	110 - 110	111 - 110½	111 - 111	111 - 111	.... - ....	108½ - 108½	108½ - 108½	109½ - 109½
3d .. ....7	107 - 105½	107½ - 107½	104½ - 102½	105 - 104	106 - 104½	105½ - 104	104½ - 104½	105 - 104½	101½ - 100½	101½ - 100½	102 - 101½	102½ - 102
4th, Ext.....5	112 - 112	108 - 108	108 - 107½	107½ - 105½	107 - 107	107½ - 107	107½ - 107½	109 - 109	108½ - 108½	105 - 105	107½ - 106½	107½ - 107½
5th.....7	112 - 112	113 - 112	112 - 112	111 - 111	112½ - 112	110 - 110	.... - ....	113 - 113	111½ - 111½ - - -
1st, consol., gold .....7	130 - 129½	131 - 129½	126½ - 125	126½ - 125½	126½ - 126½	127½ - 126	130 - 127	130½ - 129	127½ - 126½	127 - 125	127 - 125½	130 - 126
1st cons. fd. coup.....7	.... - ....	.... - ....	.... - ....	.... - ....	.... - ....	.... - ....	.... - ....	.... - ....	.... - ....	.... - ....	.... - ....	106½ - 106½
Long Dock.....7	120 - 120	.... - ....	119 - 119	118 - 118	118 - 118	116 - 116	.... - ....	.... - ....	116 - 116	116 - 116	121 - 121	117 - 117
Buff. N. Y. & E.—1st.7	.... - ....	.... - ....	.... - ....	130 - 122	.... - ....	.... - ....	130 - 130	.... - ....	132 - 132	.... - ....	132 - 132 -
N. Y. L. E. & W.—												
New, 2d consol. ....6	100½ - 97½	99¾ - 94¾	98 - 91	96 - 92½	97½ - 92½	95½ - 87¾	99 - 94½	98½ - 96½	100½ - 97¾	100½ - 98½	100½ - 98	97¾ - 95¾
2d cons. fund. coup 5	96½ - 94½	96½ - 92½	95 - 88½	91½ - 89¾	93 - 89½	91½ - 87½	94½ - 90¾	95 - 93½	97½ - 94½	.... - ....	98 - 96½	96 - 96
Income.....6	.... - ....	.... - ....	.... - ....	.... - ....	.... - ....	.... - ....	.... - ....	.... - ....	.... - ....	75 - 75 - -
Erie & Pittsb.—Consol.7	105 - 105 - - - - - - - - - - -
Ev. & T. Haute—Con. 6	98 - 96	96 - 96	95½ - 94	.... - ....	98 - 95	97 - 96½	97 - 95½	97 - 95	96¾ - 96	96¾ - 96	97 - 96	100½ - 97
Flint & P. M.—Mort...6	.... - ....	.... - ....	115 - 115	111½ - 111½	112¾ - 112¾	113¾ - 113¾	113¾ - 113¾	.... - ....	.... - ....	.... - ....	.... - ....	112½ - 112½
Ft. W. & Denv. C.—1st. 6	.... - ....	.... - ....	.... - ....	.... - ....	91½ - 90¾	96½ - 88½	98½ - 96¼	98½ - 97½	98½ - 97½	97¾ - 69	73½ - 71	67 - 66
Gal. H. & San A.—1st. 6	103½ - 103	103 - 103	.... - ....	103 - 103	104 - 104	.... - ....	104½ - 104½ - - - - -
2d, inc.....7	.... - ....	109 - 109	.... - ....	.... - ....	.... - ....	.... - ....	.... - ....	.... - ....	.... - ....	.... - ....	110 - 110 -
Gal. H. & H.—1st.....6	86 - 86 - - - - - - - - - - -
Gr. B. W. & St. P.—1st. 6	95 - 94	92½ - 90	88 - 83	85 - 82½	85 - 84	85 - 83	85 - 85	84 - 84	84 - 82½	.... - ....	81 - 81	80½ - 80½
2d, income.....8	.... - ....	33 - 33	25½ - 25½	.... - ....	21 - 20	20 - 18½	26 - 20	28 - 25	25 - 24 - - -
Gulf Col. & S. F.—1st. 7	108 - 105½	107 - 106½	103½ - 107½	108½ - 108	108½ - 107¾	108½ - 107½	106¾ - 104½	109 - 107½	108 - 107	108 - 107	109 - 107	112½ - 109
Han. & St. Jo.—Conv. 8	109 - 107½	110 - 108½	106 - 104	107 - 105½	107 - 106	107½ - 106	107½ - 106½	108½ - 107½	106 - 104½	106 - 104	105 - 104½	107 - 105
Consol.....6	113½ - 113½	.... - ....	104 - 104	106 - 103	103¾ - 102¾	106½ - 102	.... - ....	106½ - 106	104 - 103	103¾ - 103¾	104 - 104	107 - 106½
Hous. E. & W. Tex.—1st 7	.... - ....	.... - ....	.... - ....	97½ - 97½	.... - ....	.... - ....	.... - ....	102½ - 102 - - - -
Hous. & T. C.—1st, M. L. 7	111½ - 110	111¾ - 111	112½ - 110	113 - 111½	112 - 111½	113 - 112	110 - 108½	114½ - 110	112 - 109½	111 - 109	110½ - 109	112 - 110

RAILROAD BONDS IN NEW YORK—1882 CONTINUED.

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BONDS.	JANUARY	FEBR'RY.	MARCH.	APRIL.	MAY.	JUNE.	JULY.	AUGUST.	SEPT'BER.	OCTOBER.	NOV'BER.	DEC'BER.
	High.Low	High.Low	High.Low	High.Low	High.Low	High.Low	High.Low	High.Low	High.Low	High.Low	High.Low	High.Low
Houston & Tex. Cent.—												
1st, Western Div.....7	108 -107½	107¾-107	107½-107½	109 -107½	.... - ....	109 -107	106½-106	106½-106½	108¾-106	110 -110	107 -107 -
Waco & No. Div.....7	.... - ....	111 -111	.... - ....	.... - ....	.... - ....	.... - ....	110½-110½	112½-112	110 -110	.... - ....	111 -111	113 -113
2d, Main Line.....8	124 -122	124 -124	123½-117	121 -118½	120 -110	110½-119½	126½-126	126 -126	125 -125	121 -121	120 -120	120 -119½
General mort.....6	99½- 99½	98 - 98	.... - ....	.... - ..	.... - ....	97 - 97	.... - ....	99½- 99½	102 -100	.... - ....	97 - 97	99 - 98
Illinois Cen.—Mid.Div.5	.... - ....	.... - ....	.... - ....	.... - ....	.... - ....	.... - ....	.... - ....	.... - ....	108 -108 - - -
Cedar F. & M., 1st...7	112 -112	.... - ....	105 -105	112 -112	.... - ....	117 -109 - - - - - -
Dubuq. & S.City 1st..7 - - - - - - - - - - - -
2d .....7	.... - ....	.... - ....	.... - ....	.... - ....	.... - ....	.... - ....	.... - ....	.... - ....	111 -111 - - -
Ind.Bl. & W.—1st, pref.7	.... - ....	.... - ....	.... - ....	118 -118	117½-117½	.... - ....	.... - ....	118¾-118¾	119 -119	.... - ....	119 -119 -
1st.....4, 5, 6	91½- 80½	90 - 89	90 - 83½	89 - 89	90 - 89	90 - 90	90 - 90	.... - ....	91 - 89	90 - 88¾	90 - 87	88 - 87
2d.....4, 5, 6	81 - 80	.... - ....	77 - 73	74 - 73½	75 - 75	75 - 73	75 - 75	76½- 75½	.... - ....	76 - 76	.... - ....	74 - 73½
Eastern Div.....	.... - ....	.... - ....	.... - ....	.... - ....	.... - ....	93 - 92½	95¾- 91	95¾- 95	96 - 95	95 - 93	97¼- 96	93 - 93
Con. income .....6	.... - ....	.... - ....	.... - ....	.... - ....	.... - ....	.... - ....	60 - 59	60 - 56	60 - 59½	51 - 47½	50 - 48½	50 - 48½
Ind. Dec. & Sp.—1st...7	105 -103½	104½-103½	103½-103	101½-100	102 -101½	103 -103	103 -102	104 -103	104 -103½	101 -100¾	101½-100	101½-100
2d, income.....	70 - 69	.... - ....	60 - 60	.... - ....	.... - ....	76 - 76 - - - - - -
Inter. & Gt. No.—1st..6	107½-106½	107 -106	107¼-106¼	107½-106	105½-104	106¼-105	106½-106	106 -105	106 -105¼	106½-105¾	104 -101	105½-103
Coupon, 1909.....6	91 - 90	90½- 89	86 - 84	84½- 84¼	89 - 84½	89½- 87½	89½- 86½	88 - 85	84 - 83	84 - 80	84 - 81½	84½- 82
2d, income.....8	.... - ....	.... - ....	.... - ....	.... - ....	89 - 87 - - - - - - -
Jefferson—1st.....7	.... - ....	.... - ....	.... - ....	105 -105	.... - ....	105½-105½	106 -105 - - - - -
Kentucky Central. ....6	.... - ....	.... - ....	.... - ....	.... - ....	.... - ....	.... - ....	107½-107½ - - - - -
Lake Erie & W.—1st..6	107½-106½	104½-104½	104 -102½	104 -101	102½-101½	101 - 90¾	106 -103	102 -102	102½-101½	101½-100¾	100½-100	100 -100
Income.....6	54 - 54	53 - 50	55 - 52	52½- 52½	.... - ....	45 - 45	61¼- 48	58 - 54	54½- 54	54 - 48 - -
Sandusky Div.—Inc..6	54 - 54	.... - ....	50 - 50	.... - ....	.... - ....	.... - ....	53 - 50	51 - 49 - - - -
Laf. Bl. & M.—1st...6	103 -102	103 -102	103¾-101	104 -102½	100½- 99¾	100 - 99¾	101½- 99½	102 -101	102 -102	104 -102½	100¾- 99¾ -
Income....7	.... - ....	.... - ....	.... - ....	.... - ....	.... - ....	.... - ....	57 - 55 - - - - -
Lake Sh. & Mich. So.—												
M. S. & N. I. Skg. fd..7	107¼-107¼	108½-108	108½-108¾	110 -109	107 -106½	107½-107½	108 -106½	107½-107½	107½-107½	108½-108	105 -104½	105½-105½
Clev. & Tol.—Skg. fd.7	108 -107½	107½-107½	.... - ....	.... - ....	109½-108½	.... - ....	.... - ....	107¾-107	107 -107	106 -106	106 -106 -

RAILROAD BONDS IN NEW YORK—1882 CONTINUED.

BONDS.	JANUARY	FEBR'RY.	MARCH.	APRIL.	MAY.	JUNE.	JULY.	AUGUST.	SEPT'BER.	OCTOBER.	NOV'BER.	DEC'BER.
	High. Low	High. Low	High. Low	High. Low	High. Low	High. Low	High. Low	High. Low	High. Low	High. Low	High. Low	High. Low
Lake Sh. & Mich. So.—												
Clev. & Tol., new ....7	110¼-109¾	.... - ....	.... - ....	109 -107	.... - ....	.... - ....	.... - ....	108½-108¼ - - - -
Cl. Pains. & Ash. ....7	.... - ....	.... - ....	.... - ....	.... - ....	118 -117	.... - ....	.... - ....	109 -109	.... - ....	.... - ....	114 -114 -
Buff. & Erie—New ....7	124 -122	.... - ....	123½-123½	122 -119	122¼-122½	122 -122	.... - ....	.... - ....	.... - ....	120 -120	122 -121¾ -
Det. M. & Tol.—1st...7	125½-125	.... - ....	.... - ....	122 -121	.... - ....	122½-122½ - - - - - -
L. Shore—Dividend...7	124 -122	.... - ....	.... - ....	.... - ....	.... - ....	122 -122	.... - ....	.... - ....	122½-122	120 -120	120½-120½ -
Con. coup., 1st.....7	130 -130	.... - ....	128 -126	127¾-127½	126 -125¾	128 -128	127½-127½	126 -125	.... - ....	128 -128 - -
Con. reg., 1st.....7	128 -125	126½-125½	125 -125	126 -126	125½-125½	126 -126	126 -126	125 -125	126 -124¼	125 -124½	125 -125 -
Con. coup., 2d.....7	125 -125	130 -130	.... - ....	.... - ....	.... - ....	124 -124	123½-123	123 -123	125½-125½	128 -123½	124½-123 -
Con. reg., 2d.....7	124½-124½	126½-126	124 -123½	.... - ....	126 -121	123½-123½	122½-122	125 -124	126 -126	125¼-124	.... - ....	122 -120
Little Miami—1st.....	.... - ....	.... - ....	.... - ....	.... - ....	.... - ....	100½-100½	.... - ....	.... - ....	.... - ....	101 -101 - -
Long Island—1st.....7	.... - ....	115 -115	.... - ....	118 -118	116½-116½	117 -117	.... - ....	.... - ....	.... - ....	123½-121	116 -115	115 -115
1st, consol.....5	.... - ....	.... - ....	.... - ....	98½- 97¾	97¾- 97¼	98 - 97½	97¾- 97½	98 - 97¾	98¼- 97¾	98 - 97½	98¾- 98¾	98½- 98½
Louisville & Nashv.—												
Consol.....7	123 -121	123 -122	121 -121	117¾-117¾	118 -117½	118 -117	117½-116¾	118¼-118	120 -118½	115¼-114½	115½-114½	115¼-114½
2d, gold.....7	.... - ....	103 -103	.... - ....	.... - ....	.... - ....	101 -101	.... - ....	102 -101	.... - ....	.... - ....	.... - ....	99½- 95
Cecilian Branch.....7	.... - ....	111½-108¼	107 -104	104 -104	.... - ....	.... - ....	106½-105½	110 -108	106½-106½	105 -105	105½-105½	105 -102
N. O. Mob. & T.—1st.6	100 - 99½	.... - ....	95 - 90	95 - 94½	98 - 95	.... - ....	93½- 92	92½- 92½	90 - 85	90 - 87	90 - 90	94 - 90
E. H. & Nash.—1st...6	.... - ....	102½-100	93 - 98	.... - ....	101 -101	98 - 98	.... - ....	.... - ....	100 - 99½	100 -100	95 - 95 -
Gen'l mort.....6	102 -100½	101½- 95¼	99½- 95	100 - 98¾	100 - 98¾	97½- 94½	96 - 94½	96 - 95	95¼- 92	93½- 85	90¾- 87	90 - 86½
Pensacola Div.....6	.... - ....	.... - ....	.... - ....	.... - ....	.... - ....	.... - ....	.... - ....	.... - ....	95 - 95 - - -
St. Louis Div.—1st...6	107¾-107¾	107 -107	104½-104	105 -105	.... - ....	108 -107	.... - ....	.... - ....	100½-100½ - - -
2d.....3	55 - 55	.... - ....	52¾- 51½	.... - ....	54 - 54	.... - ....	.... - ....	52 - 52	51 - 51 - - -
Nash. & Decatur.....7	.... - ....	.... - ....	.... - ....	.... - ....	.... - ....	.... - ....	.... - ....	122 -120	122 -122	115 -115 - -
Lon. N. Alb. & C.—1st.6	101½-100½	102 -160½	103 -101	103½-103	103¼-103	103½-103	102½-100¼	104 -104	103¾-102½	104 -103	103½-103	105 -104
Man. B. Imp. Co.—1st.7	.... - ....	.... - ....	85 - 85	90 - 84	90 - 90	80 - 80	.... - ....	88 - 88 - - - -
Marietta & Cin.—1st..7	115½-115½ - - - - - - - - - - -
Metropolitan El.—1st..6	101½- 99½	101 -100½	101½-100½	102 -100½	102½-101	104 -101½	101 - 99	99¾- 98¾	100 - 99	100 - 95¾	100¾- 98¾	102½- 98¾
2d.....6	90 - 89	91 - 90	94 - 89½	96 - 94	90 - 90	91 - 89	91½- 90	90 - 90	90 - 90	90 - 86	87 - 85½	88 - 86

RAILROAD BONDS IN NEW YORK—1882 CONTINUED.

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BONDS.	JANUARY	FEBR'RY	MARCH.	APRIL.	MAY.	JUNE.	JULY.	AUGUST.	SEPT'BER.	OCTOBER	NOV'BER.	DEC'BER
	High.Low	High.Low	High.Low	High.Low	High.Low	High.Low	High.Low	High.Low	High.Low	High.Low	High.Low	High.Low
Mich. Central—Consol. 7	125 - 123 $\frac{3}{4}$	126 $\frac{1}{4}$ -125	128 $\frac{1}{2}$ -125 $\frac{1}{2}$	128 - 127	125 $\frac{1}{4}$ -124 $\frac{3}{4}$	124 $\frac{1}{2}$ -123 $\frac{1}{2}$	125 $\frac{1}{2}$ -123	125 - 124	125 $\frac{1}{4}$ -125 $\frac{1}{4}$	128 $\frac{1}{2}$ -127 $\frac{1}{2}$	122 - 122	123 - 122 $\frac{1}{4}$
Sinking fund.....8	103 $\frac{1}{2}$ -103 $\frac{1}{2}$	104 - 104	105 $\frac{1}{2}$ -104 $\frac{3}{8}$ - - - - - - - - -
Equipment .....8	.... - ....	104 - 104 - - - - - - - - - -
Coupon, 1931.....5	98 - 97	95 $\frac{1}{4}$ - 97	96 $\frac{1}{4}$ - 94	98 - 97	98 $\frac{3}{4}$ - 98	103 - 99 $\frac{1}{2}$	104 - 103 $\frac{1}{4}$	102 - 102	98 - 98	98 - 97	102 - 99	101 - 101
Reg., 1931.....5	.... - ....	96 - 96	.... - ....	.... - ....	98 - 98	.... - ....	.... - ....	.... - ....	.... - ....	98 - 97 - -
Jack. Lan. & Sag....6	110 $\frac{1}{4}$ -110 $\frac{1}{8}$	.... - ....	.... - ....	.... - ....	.... - ....	106 - 106 - - - - - -
Mid.of N.J.—1st...4-5-6	.... - ....	.... - ....	.... - ....	.... - ....	89 $\frac{7}{8}$ - 89 $\frac{7}{8}$	.... - ....	.... - ....	.... - ....	86 $\frac{1}{2}$ - 86	86 - 86 - -
Mil. L. Sh. & W.—1st. 6	102 - 99	100 $\frac{3}{4}$ - 99 $\frac{3}{4}$	100 - 99 $\frac{1}{2}$	103 $\frac{1}{8}$ -100	102 - 99 $\frac{1}{2}$	101 - 100 $\frac{3}{8}$	102 - 100 $\frac{1}{2}$	101 $\frac{1}{2}$ -101	102 - 101	102 - 100 $\frac{1}{2}$	99 $\frac{1}{2}$ - 97	99 - 98
Income.....6	.... - ....	76 - 75	.... - ....	79 - 79	79 - 77 $\frac{1}{2}$	78 $\frac{1}{4}$ - 77 $\frac{1}{2}$	76 $\frac{3}{4}$ - 75 $\frac{1}{2}$	81 $\frac{1}{2}$ - 77	82 - 81 $\frac{3}{4}$	78 - 78	80 - 79	80 $\frac{1}{2}$ - 80
Mil. & No.—1st.....5-6	.... - ....	.... - ....	.... - ....	.... - ....	92 - 92	.... - ....	.... - ....	.... - ....	98 - 98	.... - ....	.... - ....	94 - 94
Minneap.& St. L.—1st. 7	115 - 114 $\frac{1}{2}$	115 $\frac{1}{4}$ -114 $\frac{1}{2}$	115 $\frac{3}{4}$ -115	118 - 115 $\frac{1}{2}$	.... - ....	.... - ....	116 - 115 $\frac{1}{2}$	115 $\frac{1}{4}$ -115	116 $\frac{1}{4}$ -115	116 - 116	119 - 118 -
Iowa Extension 7	111 - 110	112 - 111	112 $\frac{1}{2}$ -112	112 - 112	114 $\frac{1}{4}$ -113 $\frac{1}{2}$	112 - 111 $\frac{1}{2}$	.... - ....	111 $\frac{1}{2}$ -111 $\frac{1}{2}$	112 - 112	.... - ....	114 - 113	115 - 115
2d.... 7	.... - ....	.... - ....	.... - ....	.... - ....	100 - 90	.... - ....	.... - ....	.... - ....	.... - ....	.... - ....	103 - 100 $\frac{1}{2}$	101 - 101
So. West. Ext.—1910. 7	.... - ....	.... - ....	.... - ....	.... - ....	.... - ....	110 - 109 $\frac{1}{2}$	110 $\frac{1}{2}$ -110 $\frac{1}{2}$	.... - ....	111 $\frac{1}{2}$ -111 $\frac{1}{4}$	.... - ....	112 - 112 -
Pacific Ext.....6	.... - ....	.... - ....	.... - ....	.... - ....	.... - ....	.... - ....	101 $\frac{3}{4}$ -101 $\frac{1}{2}$	.... - ....	102 - 101 $\frac{1}{8}$	.... - ....	.... - ....	99 - 98 $\frac{1}{2}$
Mo. K. & T.—Gen. con. 6	84 - 81	84 $\frac{1}{2}$ - 77	82 - 75 $\frac{1}{2}$	82 $\frac{3}{4}$ - 80 $\frac{1}{2}$	83 $\frac{3}{4}$ - 81	86 - 76	89 - 85 $\frac{1}{4}$	87 $\frac{1}{2}$ - 84 $\frac{1}{2}$	88 - 85 $\frac{1}{2}$	87 $\frac{1}{2}$ - 84	87 $\frac{1}{2}$ - 82 $\frac{3}{8}$ -
Consol.....7	107 $\frac{1}{2}$ -105 $\frac{1}{2}$	105 - 102	105 $\frac{1}{2}$ -100 $\frac{1}{4}$	105 $\frac{1}{2}$ -104 $\frac{1}{4}$	106 - 105	106 $\frac{1}{2}$ -105 $\frac{1}{2}$	110 - 107 $\frac{1}{2}$	107 - 105 $\frac{1}{2}$	106 $\frac{3}{4}$ -106	107 - 104 $\frac{1}{2}$	106 $\frac{1}{2}$ -104 $\frac{1}{2}$	107 $\frac{1}{4}$ -105 $\frac{1}{2}$
2d, income.....6	73 - 69	70 $\frac{1}{2}$ - 59	68 $\frac{1}{2}$ - 59	65 - 61 $\frac{1}{4}$	62 $\frac{1}{2}$ - 60	63 $\frac{1}{2}$ - 54 $\frac{1}{2}$	70 - 63 $\frac{1}{2}$	69 $\frac{1}{4}$ - 67 $\frac{1}{2}$	68 $\frac{1}{2}$ - 67	62 $\frac{1}{2}$ - 60	61 $\frac{1}{2}$ - 53	57 $\frac{1}{2}$ - 55 $\frac{1}{2}$
Hau. & Cen. Mo.—1st. 7	106 - 106	108 - 108	.... - ....	108 $\frac{1}{2}$ -107 - - - - - - - -
Union Pac. So. Br....6	.... - ....	.... - ....	.... - ....	.... - ....	.... - ....	.... - ....	.... - ....	.... - ....	106 - 102 - - -
Mobile & Ohio—New..6	112 $\frac{1}{2}$ -109 $\frac{1}{2}$	113 - 112	112 - 112	111 - 109 $\frac{3}{4}$	110 $\frac{3}{4}$ -109 $\frac{1}{2}$	107 - 104 $\frac{1}{2}$	111 - 106 $\frac{1}{2}$	109 - 107 $\frac{1}{2}$	.... - ....	109 $\frac{1}{2}$ -109	.... - ....	105 - 103 $\frac{1}{2}$
1st, pref., debenture..7	97 $\frac{1}{2}$ - 93	97 $\frac{1}{2}$ - 90	90 - 81	85 - 81	82 - 80 $\frac{1}{4}$	77 - 69 $\frac{1}{2}$	80 - 75	80 - 77	80 - 79	80 - 79 $\frac{3}{4}$	80 - 79	81 $\frac{1}{4}$ - 80
2d, pref., debenture..7	68 - 67 $\frac{1}{2}$	60 - 60	52 - 50	50 $\frac{1}{2}$ - 49 $\frac{1}{2}$	52 - 50	45 - 41	48 - 40	46 - 46	47 $\frac{1}{2}$ - 46	.... - ....	45 $\frac{1}{4}$ - 43 $\frac{1}{2}$	46 - 46
3d, pref. debent.....7	.... - ....	.... - ....	.... - ....	.... - ....	.... - ....	.... - ....	37 - 37	.... - ....	47 - 34	.... - ....	33 - 36	33 - 33
4th pref. debent.....7	.... - ....	.... - ....	.... - ....	.... - ....	.... - ....	.... - ....	.... - ....	.... - ....	.... - ....	.... - ....	.... - ....	30 - 30
Mutual Union T—S.F. 6	.... - ....	.... - ....	.... - ....	.... - ....	.... - ....	.... - ....	.... - ....	79 $\frac{1}{4}$ - 78	79 - 77	77 $\frac{1}{2}$ - 69	74 - 66	73 - 65
Nashv. C. & St. L.—1st. 7	116 $\frac{1}{2}$ -115	115 $\frac{1}{4}$ -115	115 $\frac{1}{4}$ -114	116 $\frac{1}{2}$ -115 $\frac{1}{2}$	117 $\frac{1}{2}$ -116 $\frac{1}{2}$	116 $\frac{1}{4}$ -116	113 $\frac{3}{4}$ -113 $\frac{1}{2}$	114 $\frac{1}{2}$ -114 $\frac{1}{2}$	116 - 115	115 $\frac{1}{2}$ -114 $\frac{1}{2}$	116 - 114 $\frac{1}{4}$	118 - 115
Nevada Central—1st...6	.... - ....	.... - ....	101 - 101 - - - - - - - - -
N. J. So.—Int. guar ....6	.... - ....	.... - ....	.... - ....	97 - 95 $\frac{1}{4}$	97 - 97 - - - - - - -

RAILROAD BONDS IN NEW YORK—1882 CONTINUED.

BONDS.	JANUARY	FEBR'RY.	MARCH.	APRIL.	MAY.	JUNE.	JULY.	AUGUST.	SEPT'BER.	OCTOBER.	NOV'BER.	DEC'BER.
	High. Low	High. Low	High. Low	High. Low	High. Low	High. Low	High. Low	High. Low	High. Low	High. Low	High. Low	High. Low
N. O. Pacific—1st.....6	92 - 90	91½ - 86	89 - 84¾	87¾ - 84¾	87½ - 85½	88¾ - 86	94 - 87	94 - 91	92 - 91	91½ - 85½	86½ - 82¾	80½ - 85¾
N. Y. Central—1883...6	103 - 102	103½ - 102½	104 - 103	104½ - 104	101¾ - 101	102¾ - 101½	102¼ - 102	102½ - 102¼	102¾ - 102½	102¾ - 102½	100¾ - 100	101¼ - 100½
1887.....6	110¼ - 110	.... - ...	108½ - 108¼	110 - 110	112 - 112	.... - ....	109 - 109	108¾ - 108¾	.... - ....	109 - 108	109 - 107 -
Subscription.....6	.... - ....	102¾ - 102¾ - - - - - - - - - -
N. Y. C. & H.—1st, cp..7	134½ - 133	134 - 133¾	134 - 133	135 - 133¾	135 - 134½	135½ - 134	131 - 131	133 - 132	132 - 132	134 - 132½	133½ - 133½	134 - 133
1st, reg.....7	133 - 132¾	134 - 132	133½ - 133½	134 - 133¾	134¼ - 133¾	133½ - 133½	131 - 131	132 - 132	132½ - 132	.... - ....	133 - 133	133½ - 133
Hud. Riv.—2d, s. fd .7	110 - 109¾	111 - 110	110½ - 110½	110½ - 110½	.... - ....	106½ - 106½	106½ - 106½	109 - 108	.... - ....	108½ - 108½	110 - 110	106¼ - 106¼
Can. So.—1st, guar....5	96¾ - 95	95 - 93	94¼ - 92¾	96 - 94	96½ - 94¾	96 - 96¾	93¾ - 93	93½ - 93	94 - 92¾	95 - 92½	95 - 93	100 - 94½
Harlem—1st, coup....7	135 - 135	135 - 135	132½ - 132½	.... - ....	131½ - 131½	.... - ....	.... - ....	.... - ....	132 - 132	133½ - 133½	132½ - 129½	126 - 126
1st, reg.....7	133 - 133	.... - ....	.... - ....	.... - ....	131½ - 131½	132 - 131½	132 - 132	132 - 131	.... - ....	.... - ....	130 - 130	127 - 127
N. Y. Chic. & St. L.—1st .6	.... - ....	.... - ....	.... - ....	80½ - 88	90 - 83	85 - 83½	94¾ - 84¼	96 - 92	95¼ - 91¾	97 - 89	07 - 94	96½ - 94
N. Y. City & No.—Gen'l .6	81 - 81	80 - 76¾	66 - 64	65 - 55	54 - 45	51 - 50¼	62 - 50	60 - 56	57½ - 50	57 - 57 - -
N. Y. Elevated—1st.....7	117 - 115	116¾ - 115½	117 - 115	117 - 116½	118½ - 116½	118½ - 117½	116¼ - 114½	116¾ - 111½	117 - 114¾	117 - 114½	115¾ - 114½	118¼ - 116
N. Y. Pa. & Ohio—												
1st, income.....5-7	.... - ....	42½ - 42½	42 - 42	.... - ....	.... - ....	41¾ - 41¾	.... - ....	.... - ....	53¾ - 53¾	56 - 54½ - -
N. Y. & Tex. Land—Scrip	28 - 27	26 - 26	.... - ....	.... - ....	.... - ....	27 - 26	81 - 30¾	36 - 33	37 - 35½	36 - 34¼	35 - 35	34 - 34
Norfolk & West.—Gen'l .6	103 - 102½	103 - 102½	103 - 102	104¼ - 103½	101¾ - 101	101¼ - 101	102 - 101¼	102¾ - 102	103 - 102¾	103 - 102¾	101 - 99	101 - 100¼
Northw. Telegraph.....7	.... - ....	.... - ....	105 - 105 - - - - - - - - -
Ohio Central—1st.....6	98 - 96	98¼ - 94½	96 - 94	98½ - 96½	97 - 96	97 - 94	95 - 93	96 - 93	92½ - 91¾	94 - 90	95½ - 93½	95½ - 94
1st, terminal trust....6	95½ - 95½	.... - ....	95½ - 95½	92¾ - 92¾	93 - 93	.... - ....	95 - 95	.... - ....	.... - ....	93 - 93	92 - 92 -
Income.....7	48 - 42	45 - 37¾	41 - 33	39 - 35	36 - 33	34 - 29	44½ - 32	33 - 30	38 - 35	41 - 37	37¾ - 32	34¾ - 30
O. & Miss.—Consol. s. f.7	117¾ - 116½	118½ - 118	121 - 118	.... - ....	118½ - 118½	119 - 118¼	117 - 116½	117 - 117	115 - 115	116½ - 116½	118 - 117	119 - 117½
Consol.....7	117¼ - 115½	118½ - 118	118½ - 118	118½ - 118½	118½ - 117	119 - 119	116½ - 116½	.... - ....	115 - 115	116½ - 116½	118 - 117 -
2d.....7	120½ - 120½	122 - 122	122 - 121	120 - 118	120½ - 115	120¾ - 120¼	.... - ....	124 - 124	125 - 122	120½ - 120	121 - 120¼	121½ - 120
1st, Springf. Div.....7	122½ - 119¾	121½ - 121	121 - 121	120¾ - 120	117 - 117	116 - 116	120½ - 116½	120½ - 120	119 - 119	121 - 121	115 - 114	115 - 114
Ohio Southern—1st.... 6	92½ - 90	91¼ - 90	88 - 84½	87 - 85	87½ - 86	83 - 78	86½ - 83	85 - 82	86 - 83	84 - 82¼	85 - 82	81½ - 80
2d, income.....6	46¼ - 42¾	45 - 40	35 - 27¾	32 - 32	32 - 30	25 - 25	35 - 24½	33½ - 30	36 - 32	30 - 29½	32 - 30	29½ - 25
Oregon & Cal., 1st.....6	.... - ....	.... - ....	.... - ....	.... - ....	.... - ....	.... - ....	.... - ....	.... - ....	.... - ....	.... - ....	.... - ....	02¼ - 91½
Or. R'y. & Nav.—1st....6	106 - 105½	107 - 105¼	107 - 106½	109 - 108	109½ - 108¾	110 - 109	107 - 106½	108 - 107	108¼ - 107½	109½ - 108	108½ - 107¾	109 - 107¾

RAILROAD BONDS IN NEW YORK—1882 CONTINUED.

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BONDS.	JANUARY		FEBR'RY.		MARCH.		APRIL.		MAY.		JUNE.		JULY.		AUGUST.		SEPT'BER.		OCTOBER.		NOV'BER.		DEC'BER.	
	High.	Low	High.	Low	High.	Low	High.	Low	High.	Low	High.	Low	High.	Low	High.	Low	High.	Low	High.	Low	High.	Low	High.	Low
Pacific Railroads—																								
Cent. Pac.—Gold....	6	115	-112½	114¾-113¾	115½-114	117	-114¾	117½-116½	110	-117½	117	-116	117	-115	115	-114	115	-114	115	-114	115	-114	116¾-114½	
San Joaquin Br....	6	109	-108	110	-108	110½-109¾	-	110	-108½	111½-110	111	-110½	112	-112	-	-	108	-108	106¾-106¾		
Cal. & Oregon.....	6	104	-103½	103	-103	104	-103½	105	-104½	-	-	105	-105	-	-	105	-105	105½-104¾	
State aid	7	102½-102½	103	-103	-	103½-103½	-	-	-	-	-	-	-	-	
Land grants.....	6	107	-105½	105¾-105¾	107¼-106¾	105	-104½	105¾-105	107	-107	106½-105½	106½-105½	106½-105½	106½-105½	104½-103	104	-103½	106	-104	-	-	
Western Pac.....	6	110½-109	111	-109½	110½-110	112	-110½	115¼-112½	115	-114	111	-110	112	-110	....	- ....	113	-113	112	-111½	113¼-112½		
No. Pac.—Gen. 1st, l g	6	99½-95	98	-95½	99¾-97	101½-100	102½-100½	103½-102½	104	-100½	104	-103¾	104	-103½	104½-103¾	104½-103¾	104½-103¾	105½-104	....	- ....	....	- ....
Registered..	6	....	- ....	....	- ....	....	- ....	....	- ....	....	- ....	103¾-103¾	103¾-103¾	....	- ....	104½-103¾	....	- ....	105¼-103½			
So. Pac. Cal—1st	6	104½-103½	104½-103¾	105½-104	104	-102	105½-103¾	106	-105½	106	-105½	106½-105½	106½-105½	106½-105½	103½-103	103½-102½	104	-102	....	- ....	....	- ....
Union Pac.—1st	6	116	-114¾	117½-115	116	-113	118	-116¾	118½-117¼	120	-118	117¼-116½	117½-116½	116¾-115½	116	-114½	116	-115	117	-115½				
Land grants.....	7	114	-113	116½-113	116	-115	112½-112½	113½-113¼	114¼-113½	115	-114	115	-114½	115	-114	110½-110	111	-110¼	111¾-110½					
Sinking fund	8	124	-122½	122½-121¾	118¾-116	119½-117	121¾-120	121¾-120	123	-122	123	-121	119	-117¾	119	-117	118	-116	118	-117				
Registered	8	....	- ....	....	- ....	110	-118	....	- ....	121	-121	....	- ....	120½-120½	....	- ....	117	-117	....	- ....	....	- ....
Collateral trust	6	107	-107	....	- ....	....	- ....	106	-106	109	-100	105	-105	....	- ....	104	-104	106¾-105	109	-106¼	....	- ....	
K. Pac.—1st, F. & A.	6	-	109	-109	110	-110	-	113	-112	113	-112½	113	-113	110	-110	111	-110	110½-110	111	-110	-
1st, 1896, J. & D.	6	110	-110	110	-109¾	111	-110	112	-111	114	-113	-	110¼-110	110½-110	111	-111	-	110½-110½	108	-107½		
Denv. Div.—Ass'd	6	109	-107	109	-106¾	109¾-107	112	-109½	110	-108¾	110	-108¾	110¾-109	110½-109	110	-108	110	-108	107½-105½	107	-105¾			
1st, consol....	6	104½-101¾	103½-102	104	-100¾	106½-104	103¾-102¼	102¾-102	104½-103½	104	-102½	104½-103½	104½-103½	104	-102½	104	-102½	101	-98	101	-99			
Income No. 16 ..	7	....	- ....	....	- ....	....	- ....	....	- ....	....	- ....	....	- ....	93	-93	....	- ....	....	- ....	....	- ....
At. Col. & Pac.—1st.	6	99	-95¾	98½-95	....	- ....	98	-95½	96	-95	92½-90	....	- ....	92	-92	94	-92	94	-94	93½-92	....	- ....	
At. J. Co. & W.—1st.	6	....	- ....	....	- ....	....	- ....	....	- ....	90	-90	....	- ....	....	- ....	....	- ....	....	- ....	....	- ....
Oreg. Sh. Line—1st.	6	....	- ....	....	- ....	104	-104	105	-102	104½-103½	105½-103½	104	-103	103¾-100	100½-99½	101	-100	100	-99½			
Utah South.—Gen.	7	107	-105	106½-106½	105	-105	105	-104¼	107	-107	108	-106	105¼-104½	104½-103	104½-104½	107	-104½	....	- ....	....	- ....	
Ext'd, 1st, 1909 ..	7	....	- ....	....	- ....	....	- ....	....	- ....	100	-100	95	-95	....	- ....	101	-99½	101	-101	101½-100½	103½-103½	
Mo. Pac.—1st, cons.	6	104¼-102	102	-100	102½-101¾	104	-103	100¾-100	100½-100	101¾-100¾	101¼-101	102	-101	102¼-101¾	100	-99	100¾-100							
3d.....	7	112	-110	112	-110¾	111½-110¾	111	-110½	109	-108½	109½-109	111	-109½	112	-111	112	-111¼	113½-112¾	109½-109	109½-109				
Pac. of Mo.—1st.	6	109½-107¾	106½-105¾	107½-106	107¾-107	108	-107¾	108	-108	109½-108¾	106	-105¾	106½-105	106	-105¾	106	-105	107	-106					
2d.....	7	112¾-110	111½-110½	112	-112	114	-114	115½-114	114	-114	....	- ....	113	-111	....	- ....	....	- ....	111½-110½	114	-114	

RAILROAD BONDS IN NEW YORK—1882 CONTINUED.

BONDS.	JANUARY		FEBR'RY.		MARCH.		APRIL.		MAY.		JUNE.		JULY.		AUGUST.		SEPT'BER.		OCTOBER.		NOV'BER.		DEC'BER		
	High.	Low	High.	Low	High.	Low	High.	Low	High.	Low	High.	Low	High.	Low	High.	Low	High.	Low	High.	Low	High.	Low	High.	Low	
Pacific Railroads—																									
St. L. & S. F.—2d, "A". 6		....	- ...	100	-100	103	-100	100½-100½	98	- 98	....	- ....	98½- 98½	98½- 98	99	- 99	99¾- 99¾	96¾- 95	97	- 95	....	- ....	....	- ....
Class "C".....3-6		91½- 90½	90	- 85½	91¾- 86½	92	- 90	....	- ....	88	- 85	....	- ....	90¾- 89	90½- 90	93	- 90	91½- 90	93	- 90	....	- ....	....	- ....
Class "B".....3-6		92	- 91½	91	- 89¾	92	- 86½	92	- 90½	83¾- 84	88½- 83	90	- 89	91½- 89½	91	- 91	92	- 90¾	91½- 89¾	92¾- 90	....	- ....	....	- ....
Pierce C. & O..... 6		....	- ....	....	- ....	....	- ....	....	- ....	....	- ....	....	- ....	....	- ....	102½-102½	....	- ....	....	- ....	....	- ....	....	- ....
Equipment.....7		98	- 97½	....	- ....	....	- ....	....	- ....	....	- ....	....	- ....	....	- ....	....	- ....	....	- ....	....	- ....	....	- ....
So. Pac. of Mo.—1st. 6		104	-103½	106	-104	104½-104	105½-104½	106	-106	106	-105½	105	-104½	....	- ....	103	-103	103½-103	104	-103½	105	-104	....	- ....
Texas & Pac.—1st... 6		107	-106½	108½-108½	....	- ....	....	- ....	....	- ....	110	-110	....	- ....	....	- ....	104	-104	103	-103	....	- ....	....	- ....
Consols..... 6		99½- 99½	....	- ....	95	- 95	....	- ....	99	- 99	....	- ....	....	- ....	97½- 97½	92	- 90¾	93½- 93	93	- 93	91	- 91	....	- ....
Inc. & land gr., reg 7		75	- 70¼	70¾- 62½	70	- 59	68	- 61¾	65½- 61¾	66¼- 58½	72	- 62¾	71	- 64	66	- 62½	62½- 60	59½- 53	59	- 56	....	- ....	....	- ....
1st, Rio Gr. Div.... 6		90¼- 87	85½- 78½	84¾- 78	84	- 81	83	- 79	84½- 78	91½- 83½	89¼- 84	86½- 82½	83	- 80¼	82¾- 76	83¾- 77½	....	- ....	....	- ....	....	- ....	....	- ....
Pennsylvania RR.—																									
Pa. Co.—Coup.....4½		98	- 98	....	- ....	....	- ....	97½- 96	....	- ....	....	- ....	96½- 96	96	- 96	98	- 97	....	- ....	....	- ....	....	- ....
Reg..... 4½		....	- ....	....	- ....	95½- 95½	....	- ....	....	- ....	....	- ....	98½- 98½	....	- ....	....	- ....	....	- ....	....	- ....	....	- ....
Pitts. C. & St. L. 1st 6		....	- ....	....	- ....	....	- ....	....	- ....	....	- ....	....	- ....	....	- ....	....	- ....	117½-117½	....	- ....	....	- ....	....	- ....
Pitts. Ft. W. & C.—1st. 7		-	137	-137	137	-137	140	-138	140	-139	140½-140	136½-136½	-	-	138	-137	140	-138	-	-
2d..... 7		132½-132½	132¼-132¼	....	- ....	138	-133	....	- ....	138	-138	....	- ....	....	- ....	135	-134	136½-136½	....	- ....	....	- ....	....	- ....
3d..... 7		130	-130	-	-	130	-130	131	-130	-	126	-126	-	128	-127½	128	-128	131	-130	-
Clev. & P.—Cons. s. fd. 7		....	- ....	125½-125½	127	-127	127¾-127½	....	- ....	125½-125½	125½-125½	124½-124	125½-125½	128	-127	124½-123½	127	-126½	....	- ....	....	- ....	....	- ....
4th..... 6		112	-112	....	- ....	112	-109	114	-113	113½-113½	113½-113½	....	- ....	....	- ....	108	-108	110	-110	....	- ....	....	- ....
C. C. & I. C.—1st, cons. 7		125	-125	130	-125	....	- ....	120	-120	120	-120	120	-120	....	- ....	121	-120	123½-120	121	-121	130	-121½	....	- ....
1st, trust cert's, ass'd		....	- ....	118	-118	119	-119	....	- ....	....	- ....	....	- ....	....	- ....	....	- ....	....	- ....	....	- ....	....	- ....
1st, do suppl'ry		122	-117½	120	-118	....	- ....	116	-110	115	-115	115	-115	....	- ....	118	-115	....	- ....	116	-116	....	- ....	
Income..... 7		76	- 71	70½- 52	56	- 45	53½- 45	45	- 45	-	55	- 45	54	- 51	50	- 48	50	- 50	50	- 50	52	- 50	-
St. L. V. & T. H.—1st. 7		....	- ....	....	- ....	....	- ....	....	- ....	118	-117½	....	- ....	....	- ....	....	- ....	....	- ....	....	- ....	....	- ....
2d guar..... 7		....	- ....	....	- ....	....	- ....	....	- ....	....	- ....	....	- ....	....	- ....	110½-110½	....	- ....	....	- ....	....	- ....	....	- ....
Peoria Dec. & Ev.—1st. 6		103½-103	105½-102¾	105	-104¾	105½-105	106	-105¾	106	-105	110	-106	106	-104¾	105	-104¾	104½-104	105	-104	105	-103	....	- ....	
Income..... C		....	- ....	72	- 70	74¾- 74¾	77	- 70	70	- 70	77	- 77	80	- 75	....	- ....	....	- ....	....	- ....	....	- ....	....	- ....
Evansv. Div..... 6		-	103½-103½	-	-	101	-100¾	100¼-100¼	100¼-100¼	101	-100	100	-100	98	- 97½	98	- 97¾	98	- 97	-	

RAILROAD BONDS IN NEW YORK—1882 CONTINUED.

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BONDS.	JANUARY	FEB'R.Y.	MARCH.	APRIL.	MAY.	JUNE.	JULY.	AUGUST.	SEPT'BER.	OCTOBER.	NOV'BER.	DEC'BER.
	High. Low	High. Low	High. Low	High. Low	High. Low	High. Low	High. Low	High. Low	High. Low	High. Low	High. Low	High. Low
Peoria Dec. & Ev.—												
Evans. Div., income..6	.... - ....	.... - ....	.... - ....	77½- 55	75 - 69	.... - ....	.... - ...	75 - 75 - - - -
Pitts. B. & Buff.—1st. 6	93 - 93	.... - ....	.... - ....	.... - ....	.... - ....	.... - ....	.... - ....	.... - ....	.... - ....	.... - ....	.... - ....	80 - 78
Richmond & All.—1st. 7	101¾- 90½	95 - 90	93½- 89	91 - 90	88 - 85	87½- 85	88 - 83¾	89½- 87	87 - 85½	81 - 79	83½- 80	83 - 81
Rich. & Danv.—Cons..6	103 -101¼	106½-105½	104 - 98	101 - 99	100½- 99¾	103 -100	100 - 97	101 -100	100½- 99¾	100 - 94	96½- 93¾	99 - 94½
Debenture	6	.... - ....	.... - ....	72 - 69¾	72 - 67½	70 - 68	79½- 68	82 - 75¾	79 - 76	73 - 59½	65¾- 60	67 - 62
At. & Char.—Inc., 1900	6	.... - ....	.... - ....	.... - ....	.... - ....	94 - 91	.... - ....	.... - ....	.... - ....	.... - ....	80 - 80 -
Roch. & Pittsb.—1st ...6	100¾-100½	101 -101	101 -100	102 -100½	103½-102	104½-103½	108 -103½	104½-104	104½-104½	105 -104	104½-104	104½-104½
Income.....6	40 - 40	43 - 35	48 - 37½	47 - 44	47 - 45	.... - ...	47¼- 44	47 - 43½	53 - 46	46 - 46	44¾- 43¾	44 - 41
Rome W. & O.—Consol. 7	91¼- 89¾	91 - 90	90 - 80	90 - 89	90 - 90	.... - ....	89 - 82	75 - 75	75 - 74	73 - 69	70 - 67	75½- 70
1st.....7	.... - ....	.... - ....	.... - ....	.... - ....	111½-111½	.... - ....	.... - ....	110 -110 - - - -
Trnst certificates	91¼- 91¼	91 - 90½	89½- 85	90 - 88	89¾- 89	87 - 87 - - - - - -
Income.....7	.... - ....	.... - ....	.... - ....	.... - ....	.... - ....	.... - ....	45 - 40	40 - 34	40 - 38	41 - 32	41 - 36	46 - 40
St. L. Alt. & T. H.—1st. 7	.... - ....	.... - ....	119 -119	.... - ....	.... - ....	116 -116	111 -111	112 -112	.... - ....	114¾-114¾	116 -116	117 -117
2d, pref.....7	110 -110	105½-105	107 -105¼	105¾-105¾	108¾-108¾	109¼-109	109½-109½	110 -110	111½-111½	110¼-110¼	110 -109½	111¾-106
2d, income.....7	.... - ....	.... - ....	.... - ....	.... - ....	96½- 96	.... - ....	96 - 95	99¾- 99¾	99 - 99	100 - 99	96½- 96½	99 - 98
Dividend income.....6	50 - 50	52 - 50½	40 - 37½	37½- 37½	40 - 40	.... - ....	40 - 40	55 - 50	62 - 60	50 - 40	50 - 42	62½- 49
Bell. & So. Ill.—1st...S	.... - ..	123 -121½	120 -120	.... - ....	.... - ....	.... - ....	.... - ....	.... - ....	.... - ....	114 -114 - -
St. L. & Iron Mt.—1st..7	118 -117	116 -114	118½-114½	116½-115¼	118 -116¾	117 -115	117 -116¾	115 -114	114 -113	113½-113½	116 -115	116 -115½
2d.....7	109½-108	109¾-107	109 -106½	110½-109	107 -106¾	106¾-104	108 -104¾	108¼-108	108 -107¾	108½-107½	105¼-102¾	105 -103½
Ark. Branch. ....7	110 -109	110 -108	110 -107	.... - ....	111 -110	.... - ....	107½-106	.... - ....	108 -105½	110 -106½	109 -107½	107½-104½
Cairo & Fult'n.—1st, 7	111 -108¾	109 -106¾	108¾-107½	110½-109½	109½-109¼	109¼-108¾	108 -106	108½-107¾	107½-106	108 -105½	108½-105¼	111 -106¾
Cairo Ark. & Texas. 7	110 -108	108¾-106	107 -105½	109 -107	108½-108	105 -105	106¾-105¾	107½-106½	106 -106	107 -106½	107½-107	105 -103¼
General consol. mort. 5	86 - 84	84¾- 80	82 - 78	80 - 78	82 - 78	80½- 75	84¼- 77¼	83 - 81	83 - 80½	77¾- 76	76¼- 72½	75½- 73
1st, pref. income.....7	97 - 96	.... - ....	.... - ....	97 - 95	95 - 95	.... - ....	.... - ....	.... - ....	.... - ....	96½- 96½ - -
2d income.....6	.... - ....	.... - ....	.... - ....	.... - ....	.... - ....	84 - 84 - - - - - -
St. P. Minn. & M.—1st..7	109¾-108	109½-109	109¾-109	110½-109½	111¼-110½	113 -111	109 -107½	109 -108	111 -109	111 -110	110 -108	111 -109½
2d.....6	106 -105½	105½-105	107¾-106	108 -104¾	108½-108	111½-109½	113 -112	113 -110	113 -112	110½-109½	109¼-109	109 -108½
Dakota Extension....6	106 -105	106 -106	106½-106½	109 -106	107 -106	108½-106½	109¼-108	108½-108	108¾-107¾	109 -108	106½-106	106¾-106¾

RAILROAD BONDS IN NEW YORK—1882 CONTINUED.

BONDS.	JANUARY	FEBRUARY	MARCH	APRIL	MAY	JUNE	JULY	AUGUST	SEPT'BER.	OCTOBER	NOV'BER.	DEC'BER.
	High.Low	High.Low	High.Low	High.Low	High.Low	High.Low	High.Low	High.Low	High.Low	High.Low	High.Low	High.Low
St. Paul Minn. & M. —												
Minneap. Union 1st. 6	.... - ....	.... - ....	.... - ....	.... - ....	.... - ....	.... - ....	.... - ....	.... - ....	.... - ....	.... - ....	108 - 108	107½-107½
Scioto Valley—1st cons. 7	98 - 97½	102 - 96¾	.... - ....	102 - 100	100¾-100	.... - ....	95 - 95	96½- 95½	95½- 94 - - -
South Carolina—1st... 6	100 - 99	99¼- 99	100½-100	98 - 97¾	98¾- 97¾	97½- 97¼	99 - 98	102 - 100	102¾-102½	99 - 99	103 - 99	100½- 99
2d..... 6	.... - ....	.... - ....	88 - 85	.... - ....	85 - 85	81 - 81	84½- 84½	90 - 90	95 - 92	93 - 93	.... - ....	90 - 89
Incomes. 6	52½- 47½	46 - 42½	50 - 46	48 - 48	50 - 47¾	48½- 45½	57½- 48½	61 - 55	61 - 60	61 - 57	.... - ....	59 - 57
Texas Central—1st s. f. 7	107 - 106	107½-107	108¼-108¼	109 - 108½	106½-106½	105 - 105	107½-106½	108 - 107½	108¾-108	102½-102½	104 - 104 -
Tol. Del. & B.—1st, M. L. 6	86 - 83	.... - ....	.... - ....	.... - ....	.... - ....	.... - ....	.... - ....	83 - 83	.... - ....	66 - 66	60 - 60	55 - 49
1st, income..... 6	24 - 15	23½- 20	25 - 21	20 - 20	23 - 20¾	20¼- 20	30 - 20	24 - 21½	20 - 20	22 - 20	20¼- 20	10¼- 10¼
Terminal trust 6	95 - 95 - - - - - - - - - - -
Dayton & Liv. Inc..... 6	.... - ....	.... - ....	.... - ....	.... - ....	.... - ....	.... - ....	24½- 24½ - - - - -
Tona. Val. & Cuba.—1st 6	.... - ....	.... - ....	.... - ....	.... - ....	.... - ....	.... - ....	.... - ....	.... - ....	.... - ....	.... - ....	.... - ....	100 - 98
Virginia Midland—Inc. 6	.... - ..	.... - ....	71½- 69¼	.... - ....	65 - 65	70 - 65	75 - 45½	74 - 73	70 - 70	57½- 51	.... - ....	56 - 54
Wab. St. Louis & Pac.—												
General mort..... 6	89½- 87½	88 - 80½	85 - 81	83 - 75	82½- 79	79½- 71	87¼- 79½	86¼- 84½	88½- 86	85½- 80½	83½- 80	80½- 79
Chic. Div..... 5	85½- 81½	86¼- 85	84½- 83	82½- 81½	84 - 81	82½- 81	84¼- 79½	85 - 84	85½- 84½	83 - 83	81 - 80½	83 - 80½
Havana Div..... 6	96 - 95	94¾- 93	.... - ....	.... - ....	.... - ....	.... - ....	.... - ....	90 - 90	90 - 89¾	90 - 90 - -
Tol. P. & W.—1st.... 7	111½-110	111 - 110	111¾-110	110 - 107	110 - 108	109½-108	110 - 108½	111 - 110	111 - 110	108½-108½	108½-105	109 - 107
Iowa Division 6	93¾- 90¾	93 - 92	92 - 89	92 - 90	90 - 90	90 - 90	90 - 90	94 - 94	90 - 87½	90 - 90	.... - ....	91 - 90
Cairo Div., 1931..... 5	.... - ....	.... - ....	.... - ....	.... - ....	.... - ....	75 - 70	70 - 70	.... - ....	.... - ....	83 - 83 - -
Wabash R'y—Mort. . 7	106 - 104½	103 - 102	100 - 97	33 - 91	95 - 95	94½- 91	.... - ....	.... - ....	98 - 98	.... - ....	88½- 88½ -
Tol. & W.—1st, ext'd 7	111 - 110	110 - 110	110½-110	111¼-111	111¼-109½	109 - 109	.... - ....	107 - 106½	108 - 107	.... - ....	107 - 106½	107¼-107¼
1st, St. Louis Div... 7	112½-107½	108½-108	105 - 103½	104½-102½	103½-102½	102 - 100	106 - 104½	104 - 104	102 - 102	102¾-101	102 - 101	102½-101
2d, extended..... 7	105½-103	108 - 106	.... - ....	105¼-102½	101 - 100	99½- 98½	104 - 103	.... - ....	105 - 104½	103 - 103	101 - 96	98¾- 96
Equipment..... 7	.... - ....	.... - ....	61 - 61	50 - 50	.... - ....	.... - ....	.... - ....	.... - ....	.... - ....	50 - 50 - -
Consol., conv..... 7	106 - 104¼	102 - 99½	101 - 100¾	100 - 92	99 - 96	.... - ....	99½- 99½	100 - 100	.... - ....	100 - 100	.... - ....	98 - 97
Gt. Western—1st.... 7	111 - 108½	109 - 107½	109¼-108¼	109½-109	109½-106½	.... - ....	109 - 108¾	105 - 105	107 - 106	107 - 106½	108 - 105	107½-106
2d..... 7	105½-103½	106 - 100	105 - 102¼	105½-103	101½- 99	99 - 98	102½- 99½	103½-102¼	104 - 103¼	103½-102½	99 - 99	99 - 96¾
Quincy & Tol. 1st... 7	106 - 103	106 - 106 -	106 - 105½	101 - 101 - -	104½-104½ -	103 - 103 -	101 - 101

RAILROAD BONDS IN NEW YORK—1882 CONCLUDED.

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BONDS.	JANUARY	FEBR'RY.	MARCH.	APRIL.	MAY.	JUNE.	JULY.	AUGUST.	SEPT'BER.	OCTOBER.	NOV'BER.	DEC'BER.
	High. Low	High. Low	High. Low	High. Low	High. Low	High. Low	High. Low	High. Low	High. Low	High. Low	High. Low	High. Low
Wab. St. L. & Pac.—												
Ill. & So. Ia.—1st.....7	103½-102	100 -100	.... - ....	100 -100	98½- 98½	98½- 98½ - - - - - -
St. L. K. C. & N.—R. I. E. 7	107 -103	109½-108	106½-106	105 -103	106 -104	105¼-103¾	108¼-103½	109 -108½	105½-105	105 -104	105¼-102	107¼-105
Omaha Div.....7	113½-113	113 -108	113 -109	110½-109½	108 -106½	106½-104	112 -106½	112 -111	113½-112	109 -108	107½-105¼	108½-106½
St. Chas. Bridge.....6	.... - ....	.... - ....	.... - ....	.... - ....	.... - ....	.... - ....	.... - ....	.... - ....	.... - ....	85 - 85	90 - 90	90 - 90
North. Mo.—1st.....7	121 -119	120½-115½	120 -120	121 -121	122½-121	120 -120	.... - ....	118 -117½	118¾-118¾	118¼-118¼	118½-118½ -
Wabash—Fund'd int.—												
Toledo & Ill.....7	.... - ....	.... - ....	103 -103 - - - - - - - - -
Dec. & E. St. Louis. 6	.... - ....	.... - ....	95 - 95	.... - ....	92 - 91½	.... - ....	90 - 90	.... - ....	.... - ....	.... - ....	.... - ....	80 - 80
Quincy & Toledo....6	.... - ....	90 - 90	.... - ....	80 - 80	.... - ....	.... - ....	90 - 90 - - - - -
Gt. Western—1st....7	.... - ....	.... - ....	.... - ....	.... - ....	.... - ....	.... - ....	.... - ....	.... - ....	.... - ....	.... - ....	103 -103 -
2d.....6	.... - ..	90¼- 90¼	.... - ....	.... - ....	85 - 85	.... - ....	90 - 90 - - - - -
Consol., convert....6	.... - ..	.... - ....	.... - ....	.... - ....	85 - 85 - - - - - - -
Tol. & Wab. 2d ....6	.... - ....	.... - ....	.... - ....	.... - ....	.... - ....	.... - ....	90 - 90 - - - - -
Warren RR.—2d .....7	.... - ....	122 -121	123 -123	.... - ....	.... - ....	.... - ....	.... - ....	.... - ....	.... - ....	.... - ....	.... - ....	115 -115
West. Un. Tel.—Coup. 7	118 -116½	118 -116	118 -117	119½-119	.... - ....	118 -117	117 -117	113 -118	.... - ....	118 -118	.... - ....	115½-115
Reg.....7	.... - ....	118 -118	.... - ....	119½-119	.... - ....	.... - ....	118 -115	118 -115	118½-118½	118 -118 - -

1883.

BONDS.	JANUARY	FEBR'RY.	MARCH.	APRIL.	MAY.	JUNE.						
	High. Low	High. Low	High. Low	High. Low	High. Low	High. Low						
Atch. T. & S. Fe.....4½	93 - 93	90 - 90	89½- 89½	85½- 85½ - -						
Atlantic & Pac.—1st...6	95½- 93½	94 - 93½	94 - 93 - - -						
Income.....6	.... - ....	.... - ....	21½- 20	25¼- 22	35½- 24½	36½- 33½						
West. Div.—1st.....6	.... - ....	.... - ....	96¾- 93	98¾- 96½	100 - 98	101½- 99½						

BONDS.	JANUARY		FEBRUARY		MARCH		APRIL		MAY		JUNE	
	High.	Low	High.	Low	High.	Low	High.	Low	High.	Low	High.	Low
Balt. & Ohio—												
1st, Parkersb. Br.... 6	113	-113	....	- ....	114 $\frac{3}{4}$ -113 $\frac{3}{4}$	....	- ....	113 $\frac{1}{2}$ -113 $\frac{1}{2}$	114 $\frac{1}{2}$ -114 $\frac{1}{2}$			
Bost. H. & Erie.—1st.. 7	51	- 50	....	- ....	45 $\frac{1}{2}$ - 45 $\frac{1}{2}$	40	- 37	36	- 30	36 $\frac{1}{2}$ - 34 $\frac{1}{2}$		
Bur. C. R. & N.—1st.. 5	101 $\frac{1}{4}$ -100		101	-100	101 $\frac{1}{4}$ -100 $\frac{1}{4}$	101 $\frac{1}{4}$ -101		102 $\frac{1}{2}$ -10 $\frac{1}{2}$	100	- 99		
Ced. R.I.F. & N.—1st 6	....	- ....	....	- ....	....	- ....	....	- ....	106	-105 $\frac{1}{2}$		
Buff. N. Y. & P.—1st .. 6	....	- ....	....	- ....	100 $\frac{1}{2}$ - 96 $\frac{3}{4}$	102 $\frac{1}{2}$ -101		102 $\frac{3}{4}$ -102	102 $\frac{1}{2}$ -102			
Central Iowa—1st..... 7	112	-108	108	-106 $\frac{1}{2}$	108 $\frac{1}{4}$ -108	109	-105 $\frac{1}{2}$	111	-108 $\frac{1}{2}$	110 $\frac{1}{2}$ -108		
Eastern Div.—1st..... 6	....	- ....	....	- ....	....	- ....	....	- ....	81	- 81		
Cent. R.R. of N. J.—1st.. 7	118	-117	114	-113	114	-114	116 $\frac{1}{4}$ -115	117	-115 $\frac{1}{2}$	117	-116	
Consol., assented..... 7	111 $\frac{1}{4}$ -108 $\frac{1}{2}$		110 $\frac{1}{2}$ -109 $\frac{1}{2}$		112 $\frac{1}{2}$ -110	114	-111	115	-114	116	-114	
Conv., assented..... 7	111	-109 $\frac{1}{2}$	110 $\frac{3}{4}$ -110		113	-110 $\frac{5}{8}$	116	-112 $\frac{1}{2}$	114	-111 $\frac{1}{2}$	115	-112 $\frac{1}{2}$
Adjustment..... 7	107	-104 $\frac{3}{4}$	106 $\frac{1}{4}$ -104		106 $\frac{1}{2}$ -105	108 $\frac{3}{4}$ -106 $\frac{1}{2}$		105 $\frac{1}{2}$ -104	105	-104		
Income..... 7	85	- 80	....	- ....	85	- 81	87	- 86	98	- 90	100 $\frac{3}{4}$ - 96	
Leh. & W. B.—Assent 7	104 $\frac{1}{2}$ -101 $\frac{1}{2}$		105	-101 $\frac{1}{4}$	103 $\frac{1}{4}$ -100 $\frac{1}{4}$	104	-103 $\frac{1}{4}$	105	-104	105 $\frac{1}{2}$ -102 $\frac{3}{4}$		
Income..... 7	....	- ....	80	- 80	81	- 81	....	- ....	....	- ....	83	- 81
Am. Dock & Imp..... 5	....	- ....	87 $\frac{1}{2}$ - 83 $\frac{3}{4}$		88 $\frac{1}{2}$ - 88	88 $\frac{1}{2}$ - 88 $\frac{1}{2}$	....	- ....	....	- ....	91 $\frac{1}{2}$ - 91 $\frac{1}{2}$	
Ches. & O.—Pur. M. fd. 6	113 $\frac{1}{4}$ -113 $\frac{1}{4}$		....	- ....	113 $\frac{1}{2}$ -113 $\frac{1}{2}$	115	-115	115	-115	114 $\frac{1}{2}$ -114 $\frac{1}{2}$		
Series A..... 6	109 $\frac{1}{2}$ -10 $\frac{1}{2}$		107 $\frac{3}{4}$ -107		108 $\frac{1}{2}$ -107	107 $\frac{1}{4}$ -105		110	-108 $\frac{1}{2}$	110 $\frac{1}{2}$ -110		
Series B..... 6	91 $\frac{1}{4}$ - 89		92	- 90	92 $\frac{1}{2}$ - 90 $\frac{3}{4}$	83 $\frac{3}{8}$ - 92 $\frac{1}{4}$		91 $\frac{3}{8}$ - 90 $\frac{1}{2}$	92 $\frac{3}{8}$ - 91 $\frac{3}{4}$			
Cur., int deferred..... 6	55 $\frac{3}{4}$ - 52 $\frac{3}{4}$		53 $\frac{3}{4}$ - 51		53 $\frac{1}{4}$ - 52	54 $\frac{3}{8}$ - 51 $\frac{1}{2}$		53 $\frac{3}{4}$ - 49 $\frac{1}{2}$	52	- 50		
Mortgage, 1911..... 6	100	- 97	101	-100	103	-100	100 $\frac{1}{2}$ -100		101	-101	....	- ....
Chic. & Alton—1st..... 7	117	-117	118	-117 $\frac{1}{2}$	....	- ....	118 $\frac{1}{2}$ -118 $\frac{1}{2}$	....	- ....	122	-122	
Sinking fund..... 6	114 $\frac{5}{8}$ -114		114	-113 $\frac{3}{4}$	114	-114	114 $\frac{1}{2}$ -114 $\frac{1}{2}$	....	- ....	....	- ....
Lou. & Mo. Riv.—1st.. 7	....	- ....	116 $\frac{1}{2}$ -114 $\frac{1}{2}$		118	-118	....	- ....	113 $\frac{1}{2}$ -113 $\frac{1}{2}$	117 $\frac{1}{2}$ -117 $\frac{1}{2}$		
St. L. J. & Chic.—1st.. 7	117	-117	117	-117	....	- ....	115	-113	116 $\frac{1}{4}$ -115 $\frac{1}{2}$	117 $\frac{1}{2}$ -117 $\frac{1}{2}$		
Chic. B. & Q.—Consol... 7	127 $\frac{1}{2}$ -125 $\frac{1}{4}$		127 $\frac{1}{4}$ -125 $\frac{1}{2}$		127 $\frac{1}{2}$ -126 $\frac{1}{2}$	128 $\frac{1}{2}$ -127 $\frac{1}{4}$	....	- ....	129 $\frac{1}{2}$ -129 $\frac{1}{2}$			
Sinking fund..... 5	104	-104	....	- ....	....	- ....	....	- ....	....	- ....
Iowa Div..... 5	105 $\frac{1}{2}$ -105 $\frac{1}{2}$		....	- ....	....	- ....	....	- ....	....	- ....
Iowa Div..... 4	88	- 86	87 $\frac{1}{2}$ - 87		88 $\frac{1}{2}$ - 88	86	- 86	87 $\frac{1}{2}$ - 86 $\frac{1}{4}$	87	- 86 $\frac{1}{2}$		

RAILROAD BONDS IN NEW YORK.—1883 CONTINUED.

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BONDS.	JANUARY	FEBR'RY.	MARCH.	APRIL.	MAY.	JUNE.
	High. Low	High. Low	High. Low	High. Low	High. Low	High. Low
Chic. Bnr. & Quincy—						
Denver Div., 1922...4	85½- 84	84½- 81½	83½- 83	84¾- 84½	85½- 85	86½- 85½
Plain.....4	.... - ....	.... - ....	.... - ....	80¾- 80½	80¼- 80½	81½- 80½
Chic. & E. Ill.—1st, s.f. 6	100 - 99	99½- 95	100½- 95½	99 - 99	101¾-100	98 - 98
Chic. Mil. & St. P.—1st. 8	134 -134	131½-130½	132 -131	132 -131	132 -131	132½-131½
2d.....7 3-10	126½-126	122¼-120½	121 -120½	121 -120	121 -120	121½-121½
1st, gold.....7	128½-127	128 -127	.... - ....	.... - ....	126½-126½	128 -128
1st La Crosse Div....7	120½-118½	119 -117½	119 -118	121 -120	120 -119	120½-119½
1st I. & M. Div.....7	122½-122	119 -119	119 -119	121½-119½	121¾-121¾	122½-122½
1st I. & D. Div ... 7	124½-122¼	.... - ....	.... - ....	121 -121 - -
1st C. & M. Div.....7	126 -125	125 -123	.... - ....	.... - ....	.... - ....	125 -125
Consol.....7	125 -123	124 -120	123 -122	123 -121	123 -122	125 -123½
2d, 1884.....7	103¼-103¼	104 -103½	105 -105	100½-100½	101½-101½ -
1st I. & D. Exten....7	124 -122¼	.... - ....	121 -121	.... - ....	123 -123	124½-124
1st So. West Div.....6	108 -107	108 -107¾	108 -107	108¾-108¼	108¼-108¼	109½-108¾
1st La C. & Dav....5	95 - 92	96 - 94½	97 - 97	.... - ....	.... - ....	97 - 96
1st So. Minn. Div ...6	107 -105¾	107 -105½	106¾-105½	108½-106¾	108½-108	109½-108¾
1st H. & D. Div.....7	118 -115½	118 -116	118½-117½	119¼-117	121 -121	120 -119
Chic. & Pac. Div.....6	109 -108½	109¾-108½	.... - ....	112¼-112	112¼-112¼	113½-112½
Western Div.....5	92 - 91¼	92¼- 91¼	93 - 92	95 - 93	95½- 95	96½- 95¾
Mineral Point .....5	91½- 91¼	90½- 90	91½- 91½	.... - ....	.... - ....	94½- 92¾
Wis. & Min. Div....5	.... - ....	91¾- 91¼	91 - 91	91½- 91½	91½- 90½	93½- 90¾
Chic. & N.W.—S.F.....7	.... - ....	.... - ....	105½-105½	.... - ....	106 -106	98¾- 98¼
Interest... ..7	103 -102¾	103¼-103¼	103¾-103¼	.... - ....	101 -101	101 -101
Consol.....7	134 -132	131¼-131	131½-130¼	133 -131	131 -130	132 -131½
Extension.....7	.... - ....	104¾-104¾ - - - -
1st mort.....7	108½-108	105 -105	105½-105½	106½-105½	106½-106 -
Gold, conp.....7	126 -124¾	125¾-124	125 -124½	126¼-125¾	126½-126	123¼-122¾
Gold, reg.....7	125¾-125	125 -124	124½-124½	126½-125½	126¾-126	123 -123

BONDS.	JANUARY		FEBR'RY.		MARCH.		APRIL.		MAY.		JUNE.	
	High.	Low	High.	Low	High.	Low	High.	Low	High.	Low	High.	Low
Chic. & North-west—												
Sinking fund, coup....6	110	-109	111	-110	112½-111		....	- ....	110½-110½		111½-110	
Registered.....6	110	-109½	110	-110	112¼-110		....	- ....	....	- ....	....	- ....
Sinking fund, coup...5	100½-99¾		101¼-100¾		102 -101½		100¾-99¼		101½-100½		103½-101¾	
S. f., registered.....5	....	- ....	101 -100¾		101 -101		101 -100½		101 -100¾		....	- ....
Des M. & Min. 1st...7	121	-121	....	- ....	....	- ....	....	- ....	....	- ....	....	- ....
Iowa Midland—1st...8	131½-131		131½-129		133 -131½		....	- ....	129 -129		....	- ....
Chic. & Mil.—1st...7	123	-122	121	-119	122 -122		....	- ....	121¾-121¾		122½-122½	
Winona & St. P.—1st.7	....	- ....	106 -106		108 -107¾		108½-107¾		109½-108½		....	- ....
2d.....7	121	-120	....	- ....	....	- ....	124 -123		120½-120½		....	- ....
Mil. & Mad.—1st...6	....	- ....	....	- ....	....	- ....	....	- ....	112 -111		....	- ....
Chic. R. I. & P.—Coup..6	126½-123½		125 -124½		125¼-123¼		125 -123½		126¾-125¾		126¾-126¼	
Reg.....6	125¾-125		124¾-124		124½-124		124¾-124¾		125 -125		126 -126	
Keokuk & Des M.—1st.5	104	-104	103 -101½		105 -105		103½-100½		105 -102½		107 -105	
Chic. St. L. & Pitts—1st.5	....	- ....	....	- ....	....	- ....	....	- ....	97¾-97¾		94 -94	
C. St. P. M. & O.—Cous..6	109	-107½	109	-106	107¾-106½		109 -106¾		110 -108¾		107¾-106¾	
Chic. St. P. & M.—1st..6	112	-112	113	-108	115 -114		116 -113½		114 -114		114½-113	
St. P. & S. City—1st..6	113	-112½	112½-111		113 -111		110¼-109½		113 -112		113½-112¾	
Cin. Laf. & Chic.—1st.7	....	- ....	....	- ....	109¼-109¼		109 -109		....	- ....	....	- ....
Cin. & Spr.—Guar. 1st.7	....	- ....	....	- ....	....	- ....	....	- ....	....	- ....	115 -113	
Cl. C. C. & I.—1st, s. fd.7	....	- ....	....	- ....	....	- ....	....	- ....	121½-120¼		121¼-120½	
Consol.....7	122½-120½		122½-122¼		....	- ....	122½-122		123½-123½		121½-121	
Col. Coal & I.—1st, con.6	84	-83	81½-78		82 -80		85 -81		85¾-84½		85 -80½	
Colum. & Greenv.—1st.6	99	-97	....	- ....	....	- ....	....	- ....	....	- ....	....	- ....
Col. H. Val. & T.—1st...5	84¾-84¾		85 -84¾		81½-80		84 -82		84 -82		83¾-83¾	
Del. & Hud. C.—1st, '84.7	....	- ....	103¾-102½		103½-102¾		104 -103¾		104¼-103¾		104½-104½	
7s, 1891.....7	114½-113¾		114½-114		114¼-113½		115 -115		117 -111		117¾-116½	
Compon, 1894.....7	117	-116	118½-115½		117 -116		115 -113½		116½-115		117½-116½	
Penna. Div.—Coup....7	126	-126	126¾-126½		123½-123½		124½-123		125 -124		125 -125	

BONDS.	JANUARY	FEBRUARY	MARCH	APRIL	MAY	JUNE
	High. Low	High. Low	High. Low	High. Low	High. Low	High. Low
Del. & Hud. Canal—						
Penna. Div., reg.... 7	.... - ....	.... - ....	.... - ....	126 -125 - -
Alb. & Susq.—1st m. 7	.... - ....	111 -110½	111 -111	113 -112 - -
2d mort..... 7	106½-106	.... - ...	107½-107	104¼-103½	104¾-104¾	104¾-104½
1st, con., guar..... 7	.... - ....	.... - ....	.... - ....	.... - ....	.... - ....	124 -122
Rens. & Sar.—1st, cp. 7	.... - ....	.... - ....	.... - ....	.... - ...	137 -137	137 -137
Del. Lac. & W.—Conv. 7	.... - ....	.... - ....	119 -119	.... - ....	.... - ....	112 -112
Con., 1907..... 7	129 -127	.... - ....	.... - ....	.... - ....	126½-126½	127 -127
Syr. B'n. & N. Y., 1st. 7	.... - ....	.... - ....	126¾-123½	124¼-121½	123½-123½ -
Morris & Essex—1st. 7	136½-136½	136¼-135	137½-134½	137 -137	135 -134	135½-134½
2d mort..... 7	115¼-115¼	113½-113½	112½-111½	113¾-112¾	114¼-113½	115 -114½
7s, 1871..... 7	123 -121	122 -122	122 -122	120½-119½	123 -120	122 -119
Con., guar..... 7	123¾-122	122¾-121½	122 -121¾	124 -121¾	126½-124	123½-121½
N. Y. L. & W.—1st .. 6	.... - ....	.... - ....	114½-112	116 -113½	117½-115	118 -117
Denver & Rio G.—1st. 7	109 -107	108½-108	112 -108½	114 -112	111½-110	111½-110
Consol..... 7	91¾- 88	90½- 87	94¼- 88½	98 - 94½	100 - 96¼	98¼- 92½
Den. Rio G. W.—1st. 6	.... - ....	.... - ....	.... - ....	.... - ....	.... - ....	80½- 76
Den. So. P. & P.—1st. 7	100 - 99	99 - 96	96¼- 96¼	99 - 99	96½- 95	95 - 95
Det. M. & Marq.—1st. 6	92 - 92 - - - - -
E. Tenn. V. & G.—1st. 7	115 -115	116 -116	117½-117	117 -117	.... - ....	120 -120
Consol..... 5	73¾- 71½	73 - 71¾	73 - 72	76¾- 72¾	79¼- 75½	78½- 77
Divisional..... 5	92½- 92½	.... - ....	.... - ....	94 - 94	.... - ....	94¾- 94¾
Income..... 6	40¾- 39¾	39¼- 33½	36¼- 33¾	39¼- 35	39¾- 35¾	38½- 32
Eliz. City & Norf.—1st. 6	.... - ....	.... - ....	.... - ....	.... - ....	80 - 80	80 - 80
Eliz. Lex. & Big. S.... 6	95 - 94	95 - 94	95 - 94	95 - 94½	95 - 94	95 - 94
Erie—1st, Extended.... 7	127 -125	.... - ....	127 -127	.... - ....	124 -121½	124 -124
2d, Ext..... 5	.... - ....	.... - ....	106¾-106¾	108 -108	110 -108½	108½-108½
3d..... 7	102¾-102½	103¼-103¼ - - - -
4th, Ext..... 5	107½-107½	.... - ....	.... - ....	106½-106½	106 -106	108½-108½

BONDS.	JANUARY	FEBRUARY.	MARCH.	APRIL.	MAY.	JUNE.
	High. Low	High. Low	High. Low	High. Low	High. Low	High. Low
Erie—						
5th.....7	110 -110	109 -109	108 -108	110 -110 - -
1st, consol., gold .....7	131 -129½	130½-128½	125¾-125	127½-125½	127 -126	128 -126½
Reorg'n 1st lien.....6	-	-	-	109 -109 - -
Long Dock.....7	118 -118	119 -117	120 -119½	.... - ....	.... - ....	117 -117
Buff. N. Y. & E.—1st.7	130 -129	130 -130	131 -131	.... - ....	.... - ....	131 -127½
N. Y. L. E. & W.—						
New, 2d consol. ....6	98 - 96¼	97 - 92½	97¼- 95¾	98½- 96½	100 - 96½	97 - 95
2d cons.fund. coup.5	96 - 96	95¼- 93½	95¾- 94½	97 - 96	98 - 96½ -
Erie & Pittsb.—Consol.7	.... - ....	.... - ....	115 -115 - - -
Ev. & T.Haute—Con.6	98 - 96	97 - 96	97½- 96¼	98½- 97¼	101 - 99½	102 -100¾
Flint & P. M.—Mort...6	112½-112½	.... - ....	.... - ....	107½-107½	109¼-109¼ -
Ft.W.& Denv.C.—1st .6	73 - 66	70 - 69	71 - 66	75 - 70¾	76½- 72½	75 - 71¾
Gal. H. & San A.—1st..6	.... - ....	.... - ....	104 -104	104 -103¾	.... - ....	106 -104¾
2d, mort.....7	.... - ....	.... - ....	107 -107 - - -
Mex. & Pac.—1st....5	.... - ....	.... - ....	91¾- 91¾ - - -
Gr.B.W.& St. P.—1st..6	.... - ....	77 - 77 - - - -
2d, income.....8	.... - ....	12½- 10	.... - ....	26 - 20	.... - ....	25 - 22
Gulf Col. & S. F.—1st ..7	111 -108	111¾-111	112½-111½	113½-112½	114 -112½	113¾-113
Han. & St. Jo.—Conv.S	108 -107	108½-108	104¼-103¾	106 -104½	106 -105¼	107 -106
Consol.....6	108 -108	108 -107½	105 -105	111 -104¾	111 -110	111½-110½
Hous.E.&W.Tex.—1st7	.... - ....	.... - ....	102 -102	101 -101 - -
Hous.&T.C.—1st,M.L.7	108½-107¾	108½-107½	110 -109	109¾-109	111¼-109½	111½-110½
1st, Western Div.....7	105½-105	.... - ....	106½-106½	.... - ....	107½-107½	108¾-107¾
Waco & No. Div....7	.... - ....	111 -111	113 -111½	115 -114 - -
2d, Main Line.....8	122 -121¾	122 -120	123¼-123	.... - ....	.... - ....	120 -120
General mort.....6	98½- 98½	.... - ....	101 -101	98 - 98	99 - 99	98½- 98½
Illinois Central—						
Springf. Div., coup 6 - - - - - ..	115 -115

RAILROAD BONDS IN NEW YORK—1883 CONTINUED.

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BONDS.	JANUARY	FEBR'RY.	MARCH.	APRIL.	MAY.	JUNE.
	High.Low	High.Low	High.Low	High.Low	High.Low	High.Low
Illinois Central—						
C.St.L.& N.O., T. L...7	113 ⁷ -113	.... - ....	.... - ....	.... - ....	116 ¹ / ₂ -115 -
1st, con.....7	116 -116	117 -116 ¹ / ₂	.... - ....	.... - ....	116 ³ / ₄ -115	117 ¹ / ₂ -117 ¹ / ₂
Gold.....5	104 -103 ¹ / ₂	104 ³ / ₄ -103 ¹ / ₂	104 -103	106 -103 ³ / ₄	106 ¹ / ₂ -105 ¹ / ₂	107 ¹ / ₄ -105
Cedar F. & M., 1st...7	114 -114	.... - ....	112 -112	112 -111	.... - ....	112 -112
Ind. Bl. & W.—1st, pref.7	.... - ....	118 -116 ¹ / ₂	.... - ....	.... - ....	119 -117 ¹ / ₂ -
1st.....4, 5, 6	.... - ....	87 - 85	88 - 85	91 ¹ / ₂ - 88	89 ³ / ₄ - 85	88 - 86
2d.....4, 5, 6	.... - ....	.... - ....	74 - 73 ¹ / ₂	.... - ....	71 - 69 ³ / ₄	71 - 71
Eastern Div.....6	93 - 92 ¹ / ₂	92 ¹ / ₂ - 92 ¹ / ₂	92 ¹ / ₂ - 91 ¹ / ₂	93 - 90 ¹ / ₂	93 - 91	92 - 90
Con. income.....6	45 - 42	43 - 43	49 ¹ / ₂ - 43 ¹ / ₂	48 ¹ / ₂ - 47	.... - ....	45 - 45
Ind. Dec. & Sp.—1st...7	102 ¹ / ₂ -101 ¹ / ₂	.... - ....	102 -101	100 - 98 ¹ / ₂	100 -100	101 -100
2d.....5	.... - ....	.... - ....	.... - ....	35 - 35 - -
Trust Co. certs.....	.... - ....	.... - ....	.... - ....	47 - 47 - -
Intert. & Gt. No.—1st.6	106 -105	106 -105 ¹ / ₂	108 ¹ / ₂ -106	111 -108 ¹ / ₂	110 ¹ / ₄ -108	108 ⁷ / ₈ -108
Coupon, 1909.....6	85 ¹ / ₂ - 84 ¹ / ₂	85 ¹ / ₂ - 84	83 ¹ / ₂ - 82	58 - 83 ¹ / ₄	87 - 85 ¹ / ₄	86 ¹ / ₂ - 85 ¹ / ₄
Jefferson—1st.....7	.... - ....	105 -105 - - - -
Lake Erie & W.—1st..6	102 ³ / ₄ -101	99 - 96	99 - 98	100 - 98 ¹ / ₄	100 - 99	100 -100
Income.....7	45 - 45	.... - ....	45 - 38	50 - 40	.... - ....	50 - 43
Sandusky Div.—Inc...7	.... - ....	.... - ....	.... - ....	.... - ....	37 ¹ / ₂ - 37 ¹ / ₂ -
Laf. Bl. & M.—1st....6	99 ¹ / ₄ - 98	100 - 98 ¹ / ₂	99 - 98 ¹ / ₂	100 - 97 ¹ / ₂	99 - 98 ¹ / ₂	100 ¹ / ₂ - 99
Income.....7	.... - ....	.... - ....	.... - ....	40 - 40	.... - ....	50 - 50
Lake Sh. & Mich. So.—						
M. S. & N. I. Skg. fd..7	106 ¹ / ₄ -106	106 ³ / ₄ -106 ¹ / ₂	107 -106 ¹ / ₂	107 ¹ / ₄ -107	104 ¹ / ₄ -104	104 ¹ / ₂ 104 ¹ / ₄
Clev. & Tol.—New....7	.... - ....	109 -107 ¹ / ₂	103 -108	.... - ....	106 ¹ / ₄ -106 ¹ / ₄	106 ³ / ₈ -106 ³ / ₈
Sinking fund.....7	107 -106 ¹ / ₂	105 ¹ / ₂ -105 ¹ / ₂	.... - ....	106 ¹ / ₂ -106 ¹ / ₂	.... - ....	107 ¹ / ₂ -107 ¹ / ₂
Cl. Pains. & Ash....7	.... - ....	.... - ....	115 ¹ / ₂ -115 ¹ / ₂	111 -111	112 -112	114 ¹ / ₂ -111
Buff. & Erie—New....7	.... - ....	.... - ....	120 -120	122 -120 - -
Det. M. & Tol.—1st...7	.... - ....	122 -122 - - - -
L. Shore—Dividend..7	122 ¹ / ₂ -121 ¹ / ₄	122 -121 ¹ / ₂	123 -122	.... - ...	.... - ....	120 ¹ / ₄ -120 ¹ / ₄

BONDS.	JANUARY	FEBR'RY.	MARCH.	APRIL.	MAY.	JUNE.
	High. Low	High. Low	High. Low	High. Low	High. Low	High. Low
Lake Shore & M. So.—						
Lake S.—1st con., cp.7	129 -125	127 -124½	.. -	124 -124 - -
1st con., reg.....7	126½-125	125¾-125½	125½-125¾	125 -124	125 -123 - ...
2d con., coup.....7	123½-120½	.... - ....	121 -120	122 -120¾	122 -121½	120½-118½
2d con., reg....7	121¼-120½	.... - ....	121¼-120	122 -121	122 -122	120¼-119¾
Long Island—1st.....7	.... - ....	117½-117½	119 -117 - - -
1st, consol.....5	97¾- 97½	98 - 97½	98¼- 98	97½- 97	98 - 97½	98 - 98
Louisv. & N.—Consol...7	116¼-115½	117 -117	119 -116	115½-114½	117 -115¼	117 -115¾
2d, gold.....7	101 -101	.... - ....	.... - ....	102 -102	100¼-100 -
Cecilian Branch.....7	.... - ....	.... - ....	102½-101½	.... - ....	102½-102½ -
N. O. Mob. & T.—1st.6	91 - 91	90 - 90	92 - 90	93½- 93½	94½- 94	94½- 94½
E. H. & Nash.—1st...6	.... - ....	.... - ....	100 -100 - - -
Gen'l mort.....6	93½- 90½	93 - 92	95½- 93	96 - 95	95½- 91	91½- 89½
St. Louis Div.—1st...6	.... - ....	.... - ....	99 - 99	103¾-100	104 -104 -
2d.....3	.... - ....	.... - ....	.... - ....	51 - 51 - -
Nash. & Decatur.....7	116½-116	116 -115	115 -115	115½-113	116 -115½	116 -116
Lou. N. Alb. & C.—1st.6	102¼-101¾	103 -161½	102½-102	102¼-101½	102 -101¼	102½-101¾
Mem. & Chas.—1st.T.L.7	.... - ...	.... - ....	.... - ....	.... - ....	.... - ...	114½-114
Metropolitan El.—1st.6	½-	98¼- 96¾	97½- 96	100 - 97	100 - 98	102 - 99¾
2d.....6	88 - 84½	87 - 81	83 - 81	88 - 85	85 - 82½	86¾- 83
Mich. Cent—1st, consol.7	125½-124¼	125½-124½	125½-125	126½-125¾	123¼-122½	124 -123¼
1st, consol.....5	101½-101½	102½-102½	100 -100	.... - ....	104 -103	103½-103½
Coupon, 1931.....5	100½-100½	101¼-101¼	101 -101	101½-101½	103½-103½	103½-100
Reg., 1931.....5	100 -100 - - - - -
Mid. of N. J.—1st...4-5-6	.... - ....	.... - ....	.... - ....	88 - 85½	93 - 88	95¼- 92
Mil. L. Sh. & W.—1st.6	99 - 98	98¾- 95	98¾- 98	102½- 98½	100 - 99	102 - 99½
Income...6	.... - ....	76 - 76	.... - ....	.... - ....	80 - 80 -
Mil. & No.—1st.....6	94 - 94	93 - 93	.... - ....	94 - 93	100 - 93	94 - 94
Minneap. & St. L.—1st.7	119½-116½	119¼-119	121 -119	119 -119	121½-119½	120 -118½

RAILROAD BONDS IN NEW YORK—1883 CONTINUED.

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BONDS.	JANUARY		FEB'R.Y.		MARCH.		APRIL.		MAY.		JUNE.	
	High.	Low	High.	Low	High.	Low	High.	Low	High.	Low	High.	Low
Minneap. & St. L.—												
Iowa Extension 7	112	-110½	112	-111¾	115	-112½	117	-116	118	-117	117½-115	
So. West. Ext.—1910. 7	110¾-110¼		110¾-110¾		....	- ....	....	- ....	113½-113½		110	-110
Pacific Ext. 6	101¾-101¼		....	- ....	....	- ....	....	- ....	....	- ....	....	- ....
Mo. K. & T.—Gen. con. 6	85½-83¾		81	-76½	82	-78	84¾-80½		85¼-82¾		83¼-80¾	
Consol. 7	109	-107	105½-104		106	-104½	109	-106	109½-107½		110	-108½
2d, income. 6	59½-55		56¼-52¾		59½-55		62¾-58		61½-57½		60¾-58½	
Han. & Cen. Mo.—1st. 7	....	- ....	- ....		108	-108	....	- ....	106½-105		106	-106
Mobile & Ohio—New. 6	107½-107		107½-107		109½-109½		107½-107½		110	-109½	106	-106
1st, pref., debenture. 7	80¼-82		84	-83	80	-80	80-77		74	-74	70	-70
2d, pref., debenture. 7	51	-45	51	-50	49	-49	....	- ....	....	- ....	....	- ....
3d, pref., debent. 7	39	-37	37	-33	....	- ....	....	- ....	....	- ....	....	- ....
4th, pref., debent. 7	34	-32	....	- ....	30	-30	....	- ....	....	- ....	....	- ....
Mutual Union T—S. F. 6	77	-73	89½-71¾		85½-83		89¾-84¼		91	-86½	89¾-87½	
Nashv. C. & St. L.—1st. 7	116	-116	116	-115	117	-116	117¾-117½		119½-117½		120	-118½
N. J. So.—Int. guar 6	....	- ....	....	- ....	96	-96	....	- ....	97	-97	....	- ....
N. O. Pacific—1st. 6	89¾-86		89	-87½	88	-87½	89	-88	90	-87½	89¾-88¾	
N. V. Central—1883. 6	101½-101		102	-101¾	105	-102	107	-104½	....	- ....	....	- ....
Extended 5	....	- ....	....	- ....	....	- ....	....	- ....	103¼-102¾		104	-103¼
1887 6	107¾-107¾		108	-107	107½-107½		107¾-107¾		108	-107½	108	-107¾
N. Y. C. & H.—1st, cp. 7	131	-130	130	-129¾	130½-129½		131	-130½	131	-130½	132	-131
1st, reg. 7	130¼-130		130	-129¾	130½-130½		130¾-130¾		131	-130	131	-131
Hud. Riv.—2d, s. fd. 7	....	- ....	106¾-106½		107	-107	....	- ....	107½-107¼		107½-104	
Can. So.—1st, guar. 5	96¼-95¼		95½-94		96¾-94½		98½-95¾		98¾-97¼		100½-98¼	
Harlem—1st, coup. 7	131	-128	130	-130	130½-130		131½-131		128¾-127¾		127¾-127¾	
1st, reg. 7	130½-130		....	- ....	129¾-129¾		128½-127½		127½-126½		128	-128
N. Y. Chic. & St. L.—1st. 6	98	-96	97¾-95¼		97¾-95¾		99½-97		103¼-99½		102¾-100¼	
N. Y. City & No.—Gen'l. 6	....	- ....	48½-48½		49	-47	49	-47¾	48	-48	52	-49
Trust Co. receipts.	50	-48	46	-46	47	-46½	....	- ....	48	-46	52	-47½

BONDS.	JANUARY		FEBR'RY.		MARCH.		APRIL.		MAY.		JUNE.	
	High.	Low	High.	Low	High.	Low	High.	Low	High.	Low	High.	Low
N. Y. Elevated—1st.....7	118	-114	118½-115¾		118¼-116		117½-116		118	-117	119½-119½	
N. Y. Pa. & O.—1st, inc.7	....	- ....	52½- 52	 - - - -	
N. Y. Susq. & W.—1st...6	....	- ....	.... - ....		.... - ....		.... - ....		81½- 80¾		85½- 81½	
Debenture.....6	....	- ....	.... - ....		.... - ....		.... - ....		66 - 66		69 - 69	
N. Y. & Tex. Land—Scrip	....	- ....	35½- 35½		.... - ....		45¼- 35¼		44 - 41		43 - 38	
N. Y. Tex. & Mex.—1st..6	..	- ....	.... - ....		.... - ....		94½- 94		94¾- 94¾		94½- 94½	
N. Y. W. Sh. & B.—1st...5	..	-	77 - 74¾		76½- 74¾		82¼- 76½		82 - 78		80¾- 78½	
Norfolk & West.—Gen. M.6	101¾-100		101¾-101		101¼-101		103½-101½		101¼-100		101½-101	
Ohio Central—1st.....6	94 - 91½		93¼- 86		89½- 88		89½- 88½		90 - 87		89 - 84	
1st, terminal trust....6	....	- ....	.... - ....		.... - ....		80 - 80		88 - 88	 -	
Income.....7	32 - 29		30½- 27		32½- 26		35 - 30		30 - 28	 -	
O. & Miss.—Consol. s. f.7	116¾-116¼		116½-116		117½-116½		117½-116½		118 -116½		120 -117½	
Consol.....7	116½-116		116½-115¾		116 -116		.... - ....		116½-116½		119 -117½	
2d, consol.7	.... - ....		123 -123		123 -123		123¼-122½		122½-122½		123 -122½	
1st, Springf. Div....7	115 -115		117 -116		.... - ....		118½-118		119 -118		121 -118¾	
Ohio Southern—1st.....6	84 - 80		82½- 80		83 - 82		85 - 83		85¼- 82		83 - 80	
2d, Income.....6	32¾- 25		.... - ....		29 - 28		35 - 28		32 - 32		27 - 26	
Or. R'y. & Nav.—1st...6	106½-105½		107¾-106¾		107½-105¾		108 -106¼		111½-109		110½-108½	
Oreg. Imp. Co.—1st....6	.... - ....		.... - ....		92 - 90		93½- 90¼		96 - 94		95 - 91	
Oregon Trans.—1st....6	95 - 94½		94¾- 93		93½- 92¾		97¾- 93½		96 - 94		97 - 94½	
Panama—S. Id. sub....6	.... - ....		.... - ....		103 -103	 - - -	
Pacific Railroads—												
Cent. Pac.—Gold.. .6	114 -113¾		114 -113¾		114¼-113¾		114¾-114		115 -114¼		116 -114¾	
San Joaquin Br....6	109¾-109¼		.... - ....		112 -112		108¾-108¼		109½-108½		109½-109½	
Cal. & Oregon.....6	103 -103		103¾-103¾		.... - ....		104 -103		104 -104	 -	
State aid .. . . .7	.... - ....		.... - ....		.... - ....		102 -102	 - -	
Land grants.....6	105¾-105½		105¾-104½		108 -108		105 -103½		104½-103½		106 -104½	
Western Pac.....6	111¼-111¼		111½-110		111¼-109¾		112 -110		111 -110¼		112 -110	
No. Pac.—Gen. 1st, l. g 6	103 -102		103¾-102¾		104½-103¾		106¼-104½		106½-105¾		108¾-106¼	

BONDS.	JANUARY		FEBR'RY.		MARCH.		APRIL.		MAY.		JUNE.	
	High.	Low.	High.	Low.	High.	Low.	High.	Low.	High.	Low.	High.	Low.
Pac.RRs.—North.Pac.—												
Gen. 1st, l. g., reg. 6	103	-103	103 $\frac{1}{4}$ -103 $\frac{1}{4}$	103 $\frac{3}{4}$ -103 $\frac{3}{4}$	106	-104 $\frac{1}{2}$	106 $\frac{3}{4}$ -106 $\frac{3}{4}$	....	-	....
So. Pac. Cal—1st 6	104 $\frac{1}{2}$ -103		104 $\frac{3}{4}$ -104	106	-104 $\frac{1}{2}$	104 $\frac{1}{2}$ -103	105 $\frac{1}{2}$ -103 $\frac{1}{2}$	105 $\frac{3}{4}$ -104 $\frac{3}{4}$				
Union Pac.—1st 6	114	-113 $\frac{1}{4}$	114	-113 $\frac{1}{2}$	114 $\frac{1}{2}$ -113 $\frac{3}{4}$	115	-114 $\frac{3}{4}$	115 $\frac{1}{2}$ -114 $\frac{1}{2}$	117	-114 $\frac{3}{4}$		
Land grants..... 7	110 $\frac{3}{4}$ -110 $\frac{3}{4}$		110 $\frac{1}{4}$ -109	110	-109	107 $\frac{1}{2}$ -106 $\frac{1}{2}$	107 $\frac{3}{4}$ -107 $\frac{3}{4}$	111	-107 $\frac{3}{4}$			
Sinking fund..... 8	120	-118 $\frac{1}{4}$	119	-118 $\frac{3}{4}$	117	-114 $\frac{1}{2}$	117	-116	119	-116 $\frac{1}{2}$		
Registered..... 8	119 $\frac{1}{2}$ -119 $\frac{1}{2}$		....	-	....	114 $\frac{3}{4}$ -114 $\frac{3}{4}$	116 $\frac{1}{2}$ -116 $\frac{1}{2}$	...	-	....
Collateral trust 6	104	-103 $\frac{1}{4}$	103	-102	103	-103	....	-	....	-	....
Collateral trust..... 5	....	-	....	-	....	-	....	94 $\frac{1}{2}$ -94 $\frac{1}{2}$	....	-	....
K.Pac.—1st, F.&A. 6	....	-	108 $\frac{1}{2}$ -109 $\frac{1}{2}$	108 $\frac{1}{2}$ -109 $\frac{1}{2}$	....	-	109 $\frac{1}{2}$ -109 $\frac{1}{2}$	111	-111			
1st, 1896, J. & D. 6	108 $\frac{1}{4}$ -108		108 $\frac{1}{2}$ -107 $\frac{3}{4}$	109	-108 $\frac{3}{4}$	110	-108 $\frac{3}{4}$	110 $\frac{1}{2}$ -109 $\frac{1}{2}$	107	-107		
Denv. Div.—Ass'd 6	107 $\frac{3}{4}$ -106 $\frac{3}{4}$		107 $\frac{7}{8}$ -107 $\frac{1}{4}$	109	-108	....	-	107 $\frac{7}{8}$ -106 $\frac{1}{2}$	107 $\frac{1}{2}$ -106 $\frac{3}{4}$			
1st, consol. 6	100 $\frac{3}{4}$ -100		99	-98	100	-99	102 $\frac{1}{4}$ -100 $\frac{1}{2}$	99 $\frac{1}{2}$ -97	100	-98 $\frac{3}{4}$		
C.Br.U.P., fund. cp... 7	101	-101	100	-100	....	-	....	-	....	-	....
At.Col.& Pac.—1st. 6	94	-93	90	-90	91	-90	91	-91	91	-90	92 $\frac{1}{2}$ -91	
Oreg.Sh.Line—1st.. 6	100 $\frac{1}{2}$ -100		97 $\frac{1}{2}$ -93 $\frac{1}{4}$	96	-95	100 $\frac{1}{4}$ -97	100	-98	100 $\frac{3}{4}$ -100			
Utah South.—Gen. 7	....	-	101 $\frac{1}{2}$ -101 $\frac{1}{2}$	102	-102	102	-102	....	-	105	-105	
Ext'd, 1st. 1909 .. 7	100	-100	100 $\frac{1}{4}$ -100	100	-100	....	-	102	-100	102	-101	
Mo. Pac.—1st, cons... 6	102 $\frac{1}{4}$ -100 $\frac{3}{4}$		102 $\frac{1}{2}$ -102 $\frac{1}{2}$	104	-102 $\frac{1}{2}$	107 $\frac{1}{2}$ -103 $\frac{1}{2}$	105 $\frac{1}{4}$ -104 $\frac{1}{4}$	104 $\frac{1}{2}$ -104				
3d..... 7	110	-109	111 $\frac{1}{2}$ -109 $\frac{1}{2}$	112	-111 $\frac{1}{4}$	117 $\frac{1}{2}$ -113 $\frac{3}{4}$	116 $\frac{1}{2}$ -114	117	-116			
Pac. of Mo.—1st. 6	109 $\frac{1}{2}$ -107 $\frac{1}{2}$		105 $\frac{1}{2}$ -105	105 $\frac{1}{2}$ -105	107 $\frac{1}{4}$ -105 $\frac{1}{2}$	107 $\frac{1}{2}$ -106 $\frac{1}{2}$	108	-106 $\frac{3}{4}$				
2d..... 7	112	-111	110	-110	112 $\frac{1}{2}$ -111	114 $\frac{1}{2}$ -114 $\frac{1}{2}$	114 $\frac{1}{4}$ -112	116	-116			
St.L.&S.F.—2d, "A" 6	97	-97	97	-97	98 $\frac{5}{8}$ -98 $\frac{1}{2}$	101 $\frac{1}{2}$ -100	100	-98	98 $\frac{1}{2}$ -98 $\frac{1}{2}$			
Class "C"..... 3-6	93 $\frac{7}{8}$ -92		94	-94	96 $\frac{1}{2}$ -94 $\frac{1}{4}$	100	-99 $\frac{3}{4}$	98	-97 $\frac{1}{4}$	98	-97 $\frac{1}{2}$	
Class "B"..... 3-6	93 $\frac{3}{4}$ -92 $\frac{1}{2}$		94	-93 $\frac{1}{4}$	97	-94	100	-96 $\frac{1}{2}$	98	-97	98 $\frac{1}{4}$ -98	
General mort..... 6	....	-	99 $\frac{1}{4}$ -98	99 $\frac{1}{4}$ -98 $\frac{3}{4}$	99 $\frac{3}{4}$ -99	100 $\frac{7}{8}$ -99 $\frac{3}{4}$	101 $\frac{1}{4}$ -100 $\frac{3}{4}$					
Equipment..... 7	....	-	....	-	103	-103	103 $\frac{1}{2}$ -103 $\frac{1}{2}$	....	-	....	-	....
So.Pac.of Mo.—1st. 6	103	-102	104	-103 $\frac{1}{4}$	104 $\frac{1}{2}$ -104	104 $\frac{5}{8}$ -103 $\frac{1}{2}$	105 $\frac{1}{2}$ -104	106	-105 $\frac{1}{4}$			
Texas & Pac.—1st... 6	...	-	106	-106	....	-	105	-105	....	-	105 $\frac{1}{2}$ -105 $\frac{1}{2}$	

BONDS.	JANUARY		FEBR'RY.		MARCH.		APRIL.		MAY.		JUNE.	
	High.	Low.	High.	Low.	High.	Low.	High.	Low.	High.	Low.	High.	Low.
Pac.RRs.—Tex.&Pac.—												
Consols..... 6	95	- 92½	....	- ....	93	- 93	95½- 94½	96	- 96	94	- 94	
Inc.& land gr., reg. 7	60¾- 57½	59½- 55½	68½- 56½	69	- 64	66½- 60	66	- 62				
1st, Rio Gr. Div.... 6	86¾- 82½	82¼- 79¾	83¼- 80¾	84½- 82¼	84½- 81	85¾- 82¾						
Pennsylvania RR.—												
Pa. Co.—Corp..... 4½	95½- 94½	95¾- 95	95¾- 95½	96½- 95¾	96½- 96	96¾- 96						
Pitts.C.&St.L.1st cp 7	....	- ....	118	- 118	....	- ....	....	- ....	....	- ....	....	- ....
Pitts.Ft.W.&C.—1st. 7	136½-136	136	- 136	137¼-136	140	- 140	138½-138	139	- 137½			
2d..... 7	133	- 132	133½-133¾	133½-133	133½-133¾	134	- 134	134	- 134			
3d..... 7	....	- ....	130	- 130	....	- ....	130	- 130	127½-127½	130	- 138	
Clev.& P.—Cons.s.f.d. 7	127½-125½	126	- 126	126½-125	120½-126	122¼-122¼	124	- 122½				
4th..... 6	110¾-110	110½-110½	....	- ....	....	- ....	....	- ....	....	- ....	....	- ....
C.C.& L.C.—1st, cons. 7	130	- 130	....	- ....	....	- ....	....	- ....	....	- ....	....	- ....
1st, tr. cfs., suppl'ry	116	- 116	....	- ....	116¼-116¼	....	- ....	....	- ....	....	- ....	....
Tr.reor.ctfs., income	62½- 60	62	- 61	74½- 63	75½- 72½	74	- 74	....	- ....	....	- ....	....
Income..... 7	52½- 48	....	- ..	73	- 72	72¾- 72¾	....	- ....	....	- ....	....	- ....
Peoria Dec.& Ev.—1st. 6	101¼-101	100	- 100	103¾-100	106	- 106	100½- 97	100¼-100				
Income..... 6	70	- 70	63	- 63	....	- ....	....	- ....	70	- 60		
Evansv. Div..... 6	99	- 95	102½- 99½	....	- ....	97	- 97	100	- 100	....	- ....	....
Evans. Div., income.. 6	65	- 55	50	- 50	....	- ....	..	- ....	50	-		
Peoria&Pek.Un.—1st. 6	....	- ....	....	- ...	100½-100½	101½-101½	100½-100½	100	- 100			
Pull Pal.CarCo.—Deb. 7	....	- ....	105	- 105	....	- ....	....	- ....	....	- ....	....	- ....
Richmond & All.—1st. 7	80	- 76½	79¾- 77½	78	- 76½	79½- 77½	82	- 79	81	- 69¼		
Rich. & Danv.—Cons. 6	90¾- 93	93¾- 93	95½- 93½	96¼- 95	99	- 96	99¾- 98¾					
Debenture..... 6	62	- 58½	61½- 57¾	66¼- 60	67¾- 61¾	72½- 65½	70	- 66				
Roch. & Pittsb.—1st ... 6	106	- 103	105	- 104	105	- 104¼	106	- 105	106¼-106¼	108	- 106½	
Income..... 6	46	- 42½	44¾- 42½	44	- 43	46	- 43	45½- 45	45½- 45			
R.W.&O.—Con., 1st, ex. 5	74¾- 73	73¼- 71	73¾- 71¾	71	- 66	70	- 68½	74	- 69½			
Income..... 7	45½- 42¾	43¾- 40	44	- 41	43¾- 43	38	- 38	40	- 39			

RAILROAD BONDS IN NEW YORK—1883 CONTINUED.

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BONDS.	JANUARY	FEBR'RY.	MARCH.	APRIL.	MAY.	JUNE.
	High. Low	High. Low	High. Low	High. Low	High. Low	High. Low
St. L. Alt. & T. H.—1st.. ⁷	114 -107	.... - ....	.... - ....	115 -113	114 -114 -
2d, pref..... ⁷	111 $\frac{3}{4}$ -109 $\frac{1}{2}$	108 -108	108 -108	109 -106	109 $\frac{1}{2}$ -108 $\frac{1}{2}$ -
2d, income..... ⁷	106 -103	105 -105	106 -105	106 $\frac{1}{2}$ -106	103 -102 -
Dividend bonds.... ⁶	80 - 60	76 - 70	75 - 70	75 - 73	76 - 73	82 - 75
Bell. & So. Ill.—1st... ⁸	122 $\frac{1}{2}$ -122 $\frac{1}{2}$	.... - ....	122 $\frac{1}{2}$ -122 $\frac{1}{2}$ - - -
St. L. & Iron Mt.—1st.. ⁷	117 -116 $\frac{1}{2}$	113 $\frac{1}{2}$ -113 $\frac{1}{2}$	113 -113	115 $\frac{1}{4}$ -114	115 -114 $\frac{1}{2}$	116 -115
2d..... ⁷	108 -105	108 $\frac{1}{4}$ -107 $\frac{1}{2}$	109 $\frac{3}{4}$ -108 $\frac{1}{2}$	111 -110	108 $\frac{1}{2}$ -107 $\frac{3}{8}$	108 -107 $\frac{1}{4}$
Ark. Branch. ⁷	109 -107 $\frac{1}{2}$	109 -108 $\frac{1}{2}$	109 -108	110 $\frac{7}{8}$ -108 $\frac{3}{4}$	111 $\frac{1}{8}$ -110	108 $\frac{1}{2}$ -106 $\frac{3}{4}$
Cairo & Fult'n.—1st.. ⁷	110 -107 $\frac{1}{2}$	109 $\frac{1}{2}$ -107 $\frac{1}{2}$	109 -108	109 $\frac{3}{4}$ -108 $\frac{1}{4}$	109 $\frac{1}{4}$ -109	111 -109 $\frac{1}{2}$
Cairo Ark. & Texas. ⁷	107 $\frac{1}{2}$ -105	109 -109	107 $\frac{1}{2}$ -107 $\frac{1}{2}$	109 $\frac{1}{4}$ -109 $\frac{1}{8}$	109 $\frac{5}{8}$ -109	106 $\frac{1}{2}$ -106 $\frac{1}{2}$
General consol. mort. ⁵	78 $\frac{1}{2}$ - 75	77 $\frac{1}{2}$ - 75	79 $\frac{1}{2}$ - 76 $\frac{1}{2}$	79 $\frac{1}{2}$ - 76 $\frac{1}{2}$	77 $\frac{1}{2}$ - 75	77 $\frac{1}{4}$ - 76
1st, pref. income..... ⁷	120 -110	118 -118 - - - -
2d income..... ⁶	.... - ....	117 $\frac{1}{2}$ -117 $\frac{1}{4}$	.... - ....	.... - ....	.... - ....	105 -102 $\frac{1}{2}$
St. P. Minn. & M.—1st.. ⁷	108 -108	109 -108 $\frac{1}{2}$	108 $\frac{1}{2}$ -108	109 $\frac{1}{4}$ -108 $\frac{1}{4}$	110 $\frac{1}{2}$ -109 $\frac{3}{8}$	110 $\frac{1}{2}$ -110 $\frac{1}{4}$
2d..... ⁶	109 -108	109 -108 $\frac{1}{2}$	109 -108 $\frac{1}{2}$	110 -108 $\frac{1}{8}$	109 -108 $\frac{1}{2}$	109 -108
Dakota Extension..... ⁶	110 -106 $\frac{1}{2}$	108 $\frac{1}{4}$ -108 $\frac{1}{2}$	109 -108	112 -109 $\frac{1}{2}$	108 $\frac{3}{4}$ -107 $\frac{1}{2}$	108 $\frac{1}{2}$ -107 $\frac{1}{2}$
Scioto Valley—1st cons. ⁷	.... - ....	.... - ....	98 - 90	.... - ....	95 - 95	94 $\frac{1}{2}$ - 94 $\frac{1}{2}$
South Carolina—1st.... ⁶	102 $\frac{1}{4}$ -101	102 $\frac{1}{2}$ -102	103 -102	102 -102	103 $\frac{1}{2}$ -103	103 $\frac{3}{4}$ -103 $\frac{1}{4}$
2d..... ⁶	89 - 89	93 - 92	.... - ....	94 $\frac{3}{4}$ - 94	99 - 96	100 -100
Incomes. ⁶	61 - 58	57 - 57	61 - 57	66 - 62	67 - 66	70 - 68
Texas Central—1st s. f. ⁷	.... - ....	106 -105 $\frac{1}{2}$	107 $\frac{3}{4}$ -105	108 $\frac{1}{2}$ -106	107 $\frac{1}{2}$ -107	108 $\frac{1}{2}$ -108
Tex. & St. L. in Tx.—1st ⁶	.... - ....	.... - ....	.... - ....	.... - ....	.... - ....	82 $\frac{1}{4}$ - 82 $\frac{1}{2}$
In Mo. & Ark., 1st... ⁶	.... - ....	.... - ....	.... - ....	.... - ....	.... - ....	77 - 76 $\frac{1}{2}$
Tol. Delphos & Burl.—						
1st, Main Line..... ⁶	.... - ....	52 - 52	52 - 52	.... - ....	.... - ....	50 - 50
1st, income..... ⁶	.... - ....	.... - ....	11 $\frac{1}{2}$ - 10 - - -
Virginia Midland—Inc. ⁶	55 - 50	55 $\frac{1}{4}$ - 53	58 - 53	63 - 57	66 - 60	62 $\frac{1}{2}$ 61
Wab. St. Louis & Pac.—						
General mort..... ⁶	80 $\frac{1}{2}$ - 77 $\frac{3}{4}$	78 $\frac{1}{2}$ - 72 $\frac{1}{2}$	80 $\frac{1}{2}$ - 77 $\frac{1}{4}$	83 $\frac{1}{4}$ - 79 $\frac{1}{2}$	81 $\frac{1}{2}$ - 73	79 - 74

BONDS.	JANUARY		FEBR'RY.		MARCH.		APRIL.		MAY.		JUNE.	
	High.	Low	High.	Low	High.	Low	High.	Low	High.	Low	High.	Low
Wab. St. L. & Pac.—												
Chic. Div.....5	82	- 80½	81½- 78		80 - 80		83 - 83		82 - 82		82½- 81½	
Havana Div.....6	87	- 87	... - ...		... - ...		88 - 87		... - - ...	
Tol. P. & W.—1st.....7	107¾-107		107½-107		109 -108		107½-107		107½-105½		106½-106½	
Iowa Division .. 6	... - ...		90 - 90		... - ...		... - ...		... - ...		89 - 88	
Cairo Div.....5	82 - 82		81 - 79½		... - - - - ...	
Wabash R'y—Mort. .7	95 - 95		... - - - - - ...	
Tol. & W.—1st, ext'd.7	108½-108		108½-105½		106 -106		108 -106½		107 -107		107¾-107¾	
1st, St. Louis Div...7	105 -103½		102¼-101½		102 -101		103 -101		101¼- 99¾		101¾-100¾	
Tol. & W.—2d, ext'd.7	100½-100		101 -100¼		100½- 99¾		102¾-100½		99¾- 98		100 - 98¾	
Equipment.....7	... - ...		80 - 55		80 - 80		... - - - ...	
Consol., conv.....7	97½- 97½		98 - 96		92 - 92		97½- 96		... - ...		96 - 96	
Gt. Western—1st.....7	108½-108		105 -104½		105 -104½		106 -105½		106¼-106¼		107 -106½	
2d.....7	100½- 99		100½- 99¾		100½-100		103 -101½		100 - 98¾		101¼- 98½	
Quincy & Tol.—1st...7	... - ...		... - ...		103 -101		103 -103		100 -100		... - ...	
St. L. K. C. & N.—Rt. E.7	108½-107¼		109 -108		108 -108		... - ...		107 -106¾		108 -106	
Omaha Div.....7	108½-108½		109¾-108¾		... - ...		110 -108		108½-107		110½-108½	
Clarinda Branch..6	... - ...		... - ...		... - ...		... - ...		... - ...		90½- 90½	
St. Chas. Bridge.....6	95 - 95		90 - 90		... - ...		... - ...		... - ...		80 - 79½	
North. Mo.—1st.....7	119½-118½		119¼-119		119½-119		120 -119½		120 -120		121 -120	
Wabash—Fund'd int.—												
Dec. & E. St. Louis.6	90 - 90		... - ...		... - ...		... - ...		80 - 80		... - ...	
Gt. Western—2d.....7	100½- 99		100½- 99¾		100½-100		103 -101½		100 - 98¾		... - ...	
2d.....6	... - ...		84 - 84		... - - - - ...	
Consol., convert.....6	... - ...		84 - 84		... - - - - ...	
Tol. & Wab. 2d .6	... - ...		85 - 85		... - - - - ...	
West. Un. Tel.—Coup..7	117 -117		117 -117		... - ...		... - ...		114 -113		114½-113½	
Reg.....7	116 -115½		117½-117		115½-115½		116 -114¾		113¼-113		114 -114	

RAILROAD AND MISCELLANEOUS STOCKS IN NEW YORK--1882.

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STOCKS.	JANUARY	FEBR'RY.	MARCH.	APRIL.	MAY.	JUNE.	JULY.	AUGUST.	SEPT'BER.	OCTOBER.	NOV'BER.	DEC'BER.
	Low.High	Low. High	Low. High	Low. High	Low. High	Low. High	Low. High	Low. High	Low. High	Low. High	Low. High	Low. High
RAILROAD.												
Allegany Central.....	- - -	- - -	- - -	- - -	- - -	- - -	- - -	- - -	267½- 34½	13 - 30¼	- - -	- - -
Albany & Susquehanna.	130 - 133	130 - 132	130 - 135	131½-134	134 - 134	- - -	- - -	- - -	- - -	130 - 131½	131 - 131	126 - 123
Achison Top. & S. Fe.	- - -	- - -	92¼- 92½	- - -	- - -	84¾- 87¾	88¼- 95¾	94 - 95¼	93½- 95½	86½- 87½	84 - 85	87½- 87¾
Boston & N. Y. Air-L.	32¼- 32¼	- - -	- - -	- - -	- - -	- - -	- - -	- - -	- - -	- - -	- - -	- - -
Pref.....	60 - 66	63¾- 70¼	62½- 67	60 - 65	62½- 64½	64¾- 70¾	76 - 78¾	76½- 80¼	76¾- 80½	75 - 80½	77 - 80½	78 - 80½
Buffalo Pitts. & West.	39¾- 39¾	- - -	- - -	- - -	- - -	- - -	- - -	- - -	- - -	40¼- 44¼	- - -	- - -
Pref.....	- - -	- - -	- - -	- - -	- - -	- - -	- - -	- - -	- - -	57 - 57	- - -	- - -
Bur. C. Rap. & North..	81½- 85	80 - 85½	80 - 81	72½- 80¼	75 - 79	67 - 75	75 - 81	79 - 81½	80 - 84	79¾- 81	79 - 81½	80 - 82¾
Canada Southern.....	51 - 56½	44 - 54	44 - 54½	46½- 53¼	48¾- 52¾	45¾- 54¼	51¼- 65¾	60½- 65¾	61¾- 68¼	61¾- 72	61¾- 73	65¾- 71½
Cedar Falls & Minn....	18¼- 21	15 - 17½	15 - 23	17 - 20½	19 - 19	18 - 19½	19½- 30	21 - 27	25 - 25½	16 - 19	14 - 18	15 - 16½
Central Iowa.....	33½- 37¼	33¾- 34½	29¾- 34	32½- 34	- - -	- - -	27 - 30¾	- - -	30½- 35	31 - 34¾	28½- 33½	28 - 33
1st pref.....	- - -	- - -	- - -	- - -	- - -	- - -	- - -	- - -	- - -	- - -	- - -	- - -
2d pref.....	- - -	- - -	- - -	- - -	- - -	- - -	- - -	- - -	- - -	- - -	- - -	- - -
Central of New Jersey.	89 - 97	89¾- 97½	74½- 95	65½- 84	68½- 73¼	64¾- 78¾	75¼- 85½	76¼- 82½	76 - 82½	70¼- 75¾	63¼- 73	63 - 73½
Central Pacific.....	87¼- 94¾	86 - 92	87¼- 92½	88 - 91¼	88½- 91¾	86½- 92¾	91 - 97½	91½- 96½	91½- 94¾	80½- 92	82¾- 90¾	86 - 88¾
Charlotte Col. & Aug...	- - -	70 - 75½	- - -	- - -	- - -	- - -	- - -	- - -	- - -	- - -	- - -	- - -
Chesapeake & Ohio.....	22½- 26	20 - 25	19½- 24	19¾- 23	20½- 24½	20½- 23¼	22½- 27	23¼- 25¾	24 - 26¼	24¼- 26¾	22¾- 25¾	22 - 24¾
1st pref.....	33 - 37¼	31½- 37	28 - 34	27¼- 32½	28 - 33¾	28 - 31¾	30¼- 40	35¾- 39¾	38 - 41½	36¼- 40¾	30¼- 37½	33 - 35½
2d pref.....	24 - 26¾	22½- 25¾	21 - 25	21 - 23½	22½- 25½	21¼- 25	23¾- 28¼	26 - 27½	25 - 29	25¼- 29	24½- 27¼	24½- 25¾
Chicago & Alton.....	123 - 135	x28½-135½	127½-132¾	128½-132	130½-134½	129¾-134	133 - 141	138 - 145½	138¾-144½	138½-142½	128½-142¼	131½-135
Pref.....	- - -	- - -	133 - 133	130 - 130	- - -	- - -	- - -	146 - 146	- - -	- - -	140 - 140	- - -
Chic. Burl. & Quincy...	132¼-138	128 - 136½	127½-135½	128½-134½	x129½ 33¾	127½-132	*127-135	133¾-141	131½-137	129 - 133½	120½-132½	121½-129¾
Chic. & East Illinois.	113 - 113	- - -	- - -	- - -	- - -	- - -	- - -	- - -	- - -	- - -	- - -	- - -
Chic. Mil. & St. Paul....	104½-110½	106¼-110½	108 - 118¼	108¾-113¾	109¾-113½	108 - 112½	111½-122½	119¾-125	x07½ 128¼	107 - 111½	96½-111	98¾-109
Pref.....	119¼-123	120 - 122¾	119½-126	118¼-122¼	119 - 122	120 - 128	127 - 135½	134 - 139½	x123-144¼	122 - 129	114½-127	117 - 124
Chic. & Northwest.....	124 - 131½	128½-136	128½-134¼	125¾-131¾	128 - 131½	x28¼ 132½	130¾-138¼	137 - 150	144 - 150¾	142½-146¾	129¼-145¾	x30¾x39¾
Pref.....	136¼-141½	139 - 145	137¾-142¾	136 - 141	139½-144	142 - 147½	146 - 151¼	151¼-175	164½-171	159 - 165	145 - 163¾	150½x57½

* Ex-privilege.

RAILROAD AND MISCELLANEOUS STOCKS IN NEW YORK—1882 CONTINUED.

STOCKS.	JANUARY	FEBR'RY.	MARCH.	APRIL.	MAY.	JUNE.	JULY.	AUGUST.	SEPT'BER.	OCTOBER.	NOV'BER.	DEC'BER.
	Low. High	Low. High	Low. High	Low. High	Low. High	Low. High	Low. High	Low. High	Low. High	Low. High	Low. High	Low. High
Chic. R. I. & Pacific.....	131 - 135	129½-134	129 - 134	125½-131½	128¼-131¼	128¼-131¼	x26¼ 134¼	133 - 140¼	x33½ 140	130 - 134½	122 - 132¼	124¼-131¼
Chic. St. Louis & N. O...	80 - 82½	74 - 84	68 - 79	74 - 76	76½- 76½	75 - 75¼	79 - 82½	76 - 80	76½- 80	80 - 80	82 - 84	80 - 81¼
Chic. St. Paul M. & O...	34¼- 37½	29¾- 36¾	30¾- 39¾	34 - 39	36½- 40½	34¼- 41¼	40 - 52½	49¾- 55½	50½- 55¼	46¾- 52½	41½- 50	45¾- 58¼
Pref.....	97¼-102	97½-102	98½-106¼	98½-103½	93¼-103	98½-105	102 - 111	108½-114¼	x08¼ 113¼	104¾-109	100¼-108	103½-117
Cin. Sandusky & Cleve.	50 - 57½	47½- 51	44 - 54½	49 - 52½	50 - 55½	50¼- 54	53 - 59	53 - 58¼	53 - 57½	52 - 62	x48 - 58½	49 - 52
Cleve. Col. Cin. & Ind...	78 - 84	75½- 82	74 - 80	68 - 77½	68½- 76	65½- 76	72¾- 92¼	73 - 83	80¾- 85	80½- 86¼	70¾- 85½	75 - 84
Cleve. & Pitts., guar.	133 - 137½	134 - 135	133½-138	134½-138¼	136 - 137	134½-138½	138¼-140	137 - 139	139 - 139	138 - 140	139 - 139½	138 - 140
Columbia & Greenv., pf.	87 - 93	88 - 104	70 - 86	.... - ....	70 - 74	61 - 61	62 - 78	74 - 74	73½- 73½	50 - 65 - -
Col. Chic. & Ind. Cen...	18½- 21½	9¼- 19½	9½- 14½	10½- 13½	8½- 12½	6 - 9¼	8¾- 17	10¾- 15½	8 - 14	8½- 9¼	5 - 9¼	3¾- 5¾
Col. Hock. Val. & Tol...	.... - ....	.... - ....	.... - ....	.... - ....	.... - ....	.... - ....	.... - ....	.... - ....	.... - ....	67 - 68	66½- 67¼	66 - 67
Danbury & Norwalk...	65 - 66	65 - 65	65 - 65	.... - ....	.... - ....	.... - ....	64 - 64	.... - ....	69 - 69	70 - 73	75 - 75	74¾- 75
Del. Lack. & Western...	x22½-127½	121½-128½	116½-125½	x16¼-125	117½-122¼	118 - 128¾	x25¾ 140	136¾-150	138¾-150¼	x32¼ 139	123½-136¾	124¼-132¾
Denver & Rio Grande..	63¾- 74¾	59¾- 72¼	52¾- 68½	58¾- 67	57¾- 63½	52½- 60¾	55½- 65¾	55½- 64½	56¾- 61¾	50 - 58½	38¼- 53	38¼- 46¾
Dubuque & S. City.....	84 - 84	83 - 83	.... - ....	82 - 85	83 - 84½	84 - 85	85 - 94	92 - 96½	91 - 92½	87¾- 91¼	85 - 91	86 - 89¾
East Tenn. Va. & Ga...	13¾- 16	10 - 15	10 - 14	10¾- 13	9¾- 12¼	8 - 10¾	10 - 13	10¾- 12	9½- 11¼	9 - 11½	9½- 11¼	9¼- 10¾
Pref.....	23 - 26½	19 - 24	16½- 24	19¼- 22¼	18 - 21¾	15½- 17½	8½- 21¾	17¼- 20½	17 - 19½	15¾- 20½	16¼- 20	17 - 19½
Elizabeth City & Norf...	27 - 27 - - - - - - - - - - -
Evansville & T. Haute	80 - 80	.... - ....	.... - ....	.... - ....	68 - 68	.... - ....	76 - 77½	79 - 80	80 - 85¼	80 - 86¾	80 - 82½ -
Flint & Pere Mar, pref.	.... - ....	.... - ....	91 - 91¼ - - - - - - - - -
Fort Worth & Denver.	.... - ....	.... - ....	.... - ....	.... - ....	.... - ....	.... - ....	.... - ....	.... - ....	.... - ....	37¾- 42½	33¾- 39¾	29½- 39¼
Georgia R.R. & Bkg. Co.	165 - 167½	.... - ....	165 - 165	.... - ....	.... - ....	.... - ....	.... - ....	.... - ....	150 - 155 - - -
Green Bay Wm. & St. P.	11½- 16	8 - 13	9 - 12½	10 - 11¾	9 - 10	8½- 9	11 - 13½	8½- 11½	8½- 13	9 - 9½	6 - 8½	6 - 8
Pref.....	.... - ....	.... - ....	20 - 21½ - - - - - - - - -
Hannibal & St. Joseph.	94¾- 96¾	91 - 110	90 - 91½	.... - ....	.... - ....	.... - ....	.... - ....	.... - ....	47 - 52	50 - 50	.... - ....	45 - 45
Pref.....	106¼-111¼	91 - 110½	76 - 93½	85 - 94	78 - 86½	77 - 86¼	x81½- 94¼	92½- 98½	85 - 97¼	75½- 87	79 - 83	72 - 83
Harlem.....	.... - ....	.... - ....	205 - 205	.... - ....	205 - 205	207½-208	201 - 205	205 - 205	.... - ....	200 - 200	200 - 200	196 - 196
Pref.....	.... - ....	.... - ....	.... - ....	.... - ....	.... - ....	.... - ....	203 - 203 - - - - -
Houston & Texas Cent.	80 - 86	62 - 82	61 - 77¾	69 - 75	72 - 74¼	69 - 82	80 - 92½	80½- 90	82 - 86	78 - 82½	70 - 79½	72½- 79
Illinois Central.....	127¼-136¾	x31¼-137¼	131 - 137¾	133¼-137	133½-137¼	131¼-135½	133½-139¾	x135½-143	138¼-143¾	137¼-150¼	138¼-149¼	140½-147

RAILROAD AND MISCELLANEOUS STOCKS IN NEW YORK—1882 CONTINUED.

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STOCKS.	JANUARY		FEBR'RY.		MARCH.		APRIL.		MAY.		JUNE.		JULY.		AUGUST.		SEPT'BER.		OCTOBER.		NOV'BER.		DEC'BER.	
	Low.	High	Low.	High	Low.	High	Low.	High	Low.	High	Low.	High	Low.	High	Low.	High	Low.	High	Low.	High	Low.	High	Low.	High
Ind. Bloom. & West....	44½	48¾	38	47	36	46¼	39	44	39½	43¾	36½	41	39	47¼	42¾	47¾	44	49½	40	45	30	40¼	31	37¼
Indianap. Dec. & Sp., pf.	42	42	40	40	....	....	31	31	....	....	....	....	....	....	....	....	....	....	20	20	....	....	....	....
Internat. & Gt. North..	....	....	....	....	....	....	63¾	63¾	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....
Joliet & Chicago.....	140	140	....	....	....	....	....	....	140	140	....	....	....	....	....	....	....	....	140	140	138½	140	....	....
Keokuk & Des Moines.	....	....	13½	15	15	19	15¼	17	18	18	12	15	17	19½	18	18	....	....	....	....	....	....	....	....
Pref.....	48	49	....	....	20	20	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....
Lake Erie & Western...	32½	37¼	27¾	34½	27½	36	27	33¼	28	32	23½	29¾	28¼	45	37½	43½	38¾	43	32¼	38¼	25	34	27½	33½
Lake Shore.....	109½	115¾	108	116½	110½	120¼	x100¾	x20	98¾	104½	98	113	x108	117¾	110½	117¼	110½	117	x10½	116½	110¾	116½	112½	118¾
Long Island.....	50	52	49½	52½	50	56	54	55	53	59	56½	60	55½	59¼	56½	59¼	59¼	65	60	63	55	61½	57½	60
Louisiana & Missouri R.	....	....	....	....	16	24	17	20	15	15	14½	17	16¼	21½	17	17¾	19	19	....	....	....	....	....	....
Pref.....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....
Louisville & Nashville.	92	100¾	67½	95¾	65	83½	72½	81¾	72¾	78¼	61	74¾	64½	76½	70	76½	62½	75½	50	62½	46½	53¾	49¾	55¾
Louisv. New Alb. & Chic.	73	75	61	75	61	70	57½	64	58	60	57	60	57½	77	70	73¼	70	78	66	74	68	77½	60	70
Manhattan Elevated....	48½	57	50	60½	44	56	43	53	47	56	51½	59½	49¾	53½	51¼	57	49	53½	40	51	40	54	42	48
1st pref.....	96	98½	93	97½	92	94¾	90	92	89¾	91½	90	93	90½	91	89	90½	89½	91	87	88½	84	87¾	82	87
Common.....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	49½	50½	40	40	47	50½	46	46
Manhattan Beach Co...	25	30	28	34	29½	37	31	36½	30	34¾	28½	32½	20	28	19½	27	18	24½	17	19	15	18½	16	20
Mar. & Cin., 1st pref...	15	15½	11	14½	10	14	9½	10½	8	10¾	....	....	14	14	....	....	....	....	....	....	....	....	....	....
2d pref.....	7	9½	7	9	6	9	4	8½	....	....	4½	5	5½	9	6	6¾	....	7	5	5	4¼	4¼	4	5
Memphis & Charleston.	69½	82¾	50	80	46	66½	50	57¼	54	55	44¾	50	45	60	55	64	51	62	48	56	42¼	53¾	45	46½
Metropolitan Elevated.	84	89	84½	92	84½	91	87	89¾	85	88	85	89	81¼	85	83	90	87½	92	86	93	77	88	82½	83
Michigan Central.....	83½	90	79	87½	78½	88¾	77	85½	79¾	88½	82½	93¼	88¾	100¼	96¾	101½	96½	105	94¾	104	92¾	103¼	96¾	103¾
Milw. Lake Sh. & W....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....
Pref.....	45	52	42	48¾	41¾	51¾	47	50	47½	51½	44¾	49½	47¾	55¾	53¾	58¼	54½	58	49½	54¼	43	51	46	51¾
Minneapolis & St. L....	20	21	....	....	19	19	19¼	19¼	19	25½	24	25	25½	35¾	32	34¾	31¾	36¾	29	33¼	23¾	32	27	33½
Pref.....	60	61	59	59	61	61	....	....	59	64	63	63½	65¾	72	66¾	69¾	67¾	77	69¾	73¾	61¾	71½	63	72¾
Missouri Kan. & Texas	35½	89¾	26½	38¾	26¾	36½	29	35½	28¼	33	26¾	34½	93¾	41¾	37¾	42½	37¾	41½	32½	37½	28¼	36½	30¾	35
Missouri Pacific.....	97¾	104½	92	104½	87¼	x101¾	86¾	98¾	88¾	95	88¾	96	94¾	107¾	104¾	109¼	106¾	112½	103	108½	95¾	106¾	100¾	105¾
Mobile & Ohio.....	32¾	35¼	22	33	22	29½	22	28¼	22¼	25½	12	22¼	17¼	21	21¾	23¼	21	23¾	20	22	17	19¾	18¼	19½

RAILROAD AND MISCELLANEOUS STOCKS IN NEW YORK—1882 CONTINUED.

STOCKS.	JANUARY	FEB'R.Y.	MARCH.	APRI.	MAY.	JUNE.	JULY.	AUGUST.	SEPT'BER.	OCTOBER.	NOV'BER.	DEC'BER.
	Low. High	Low. High	Low. High	Low. High	Low. High	Low. High	Low. High	Low. High	Low. High	Low. High	Low. High	Low. High
Morris & Essex.....	120½-123¼	120½-123	119¾-124½	122 -124	123¾-125	121½-26½	121 -125¼	124¾-128	125¾-128	124 -126	124 -126½	122 -125
Nashv. Chatt. & St. L...	80 - 87½	62 - 84	54 - 71	x59½- 69½	58½- 64¾	52½- 59	56¾- 66½	59 - 65¼	52 - 64½	50 - 55	47 - 55	52½- 60½
N. Y. Cent. & Ind. Riv.	128¼-135¼	128¼-134	129 -134½	125 -133½	123½-128½	125¼-133½	130½-136½	132½-138	132¾-137¼	131½-134½	125 -132½	125¼-134¼
N. Y. Chicago & St. L...	.....	.....	.....	14½- 16	10½- 14½	10½- 12½	11¾- 16½	15 - 17½	14½- 17½	13¾- 17½	14 - 16	14 - 15½
Pref.....	.....	.....	.....	33 - 35	27 - 33½	27½- 30¼	29 - 36½	33½- 37½	31½- 37¼	28½- 3½	27 - 35	30 - 35½
New York Elevated.....	105 -109½	104 -108½	104 -107	105 -105	100 -101	.....	107 -107	103 -109	104 -104	.....	100 -100	.....
N. Y. Lake Erie & West.	38¼- 43½	35 - 40½	34 - 38½	34½- 37½	34½- 36¾	33¼- 37½	35¾- 41½	38¾- 41½	39¾- 43½	39¾- 43½	34¼- 40¾	35¾- 40¾
Pref.....	79 - 85	73 - 80½	67 - 77¾	71½- 78	72 - 74	69½- 75	73 - 81½	77 - 81½	80 - 87¾	83¾- 87¾	80¼- 85¼	82½- 88¼
N. Y. & New England....	.....	.....	.....	.....	.....	.....	.....	51¾- 55	53 - 60½	52 - 55½	45 - 51¾	46½- 50¾
N. Y. N. Haven & Harf.	170 -171½	168 -172	169 -170½	170 -175	175¼-180	175 -180	175 -180	180 -181	180 -183	182 -184	184 -186	x177-185
N. Y. Ontario & West...	25 - 28½	22¾- 27½	21½- 29½	24½- 28¼	24½- 27	20½- 25	24½- 31½	25 - 30	26¼- 29	26 - 28¾	25 - 28	25½- 27¾
Pref.....	.....	.....	88 - 88	.....	.....	.....	.....	90 - 90	.....	.....	.....	.....
Norfolk & Western.....	20 - 20	24 - 24	21 - 22½	20 - 20	.....	.....	18 - 20	18 - 20	21 - 21¾	10 - 20½	17 - 18	18 - 18¼
Pref.....	54 - 58¾	46 - 57½	x44¼x55½	50¼- 53½	x51 - 53½	45 - 52	50¾- 57	54 - 57¼	54¾- 60	55¾- 58¾	49¾- 55½	46 - 52
Northern Pacific.....	34 - 37¼	31 - 35½	28¾- 38½	36¾- 41½	38½- 42½	38½- 42½	40¾- 50¾	48¾- 52½	48¾- 54¾	42¾- 49½	41 - 46¾	42¾- 47½
Pref.....	70½- 77¼	66¾- 74½	67¾- 80¾	75¾- 80¾	77¾- 80¾	74¾- 80¾	73¾- 90¾	89 - 97	92½-100¾	89¾- 95¾	89¾- 96¾	x82½- 98½
Ohio Central.....	22 - 25½	17 - 25½	15¼- 21¼	13¾- 18	12¾- 15½	11¾- 14¾	13¾- 21	16¼- 19¼	17¼- 19	15¾- 17¾	12 - 16½	13 - 14¾
Ohio & Mississippi.....	32¾- 38¾	27 - 35¾	28¼- 39¾	32¾- 39	30¾- 35	30¾- 34¾	35 - 42	37¼- 40¼	38¾- 41½	35¾- 40¾	29 - 37¼	32 - 35¾
Pref.....	.....	95 -100	90¾-110½	98 -100	100 -105	100 -102½	100 -106½	107½-112	.....	.....	.....	.....
Ohio Southern.....	19 - 23½	15 - 22	15¾- 19	15 - 18	14 - 14	12 - 12	14½- 21½	15 - 19½	16½- 20	15¾- 17¾	14¾- 15¾	11 - 11
Oregon Short Line.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	34½- 38	33¾- 34¼	.....
Oregon & Transcont'n'l	60 - 75	60 - 74¾	61 - 74½	68 - 76¼	70¼- 74¾	66 - 72¾	70¾- 89	87 - 95¼	90¼- 98¾	84½- 92½	78½- 87½	82¼- 87
Panama, trust certifs...	190 -195	190 -190	190 -193	192 -200	204 -204	.....	165 -167	166 -167	167 -167	.....	.....	.....
Peoria Dec. & Evansv...	33¼- 37¾	26 - 35¾	25¼- 34¼	28 - 33¾	28 - 32	25 - 29½	28 - 39¾	34 - 39	33 - 37¼	27 - 33¼	23 - 29½	24½- 27½
Phila. & Reading....	58¾- 67½	55½- 64¼	51½- 65	54¾- 64¾	54¼- 59	52½- 61½	55¾- 63¾	57¾- 63	60¾- 66¾	60 - 64¼	46¾- 60¾	49¾- 56¾
Pitts. Ft. W. & C., guar.	134 -135	133½-135½	134½-137	134½-136	134 -138	130 -135	130 -134	130 -136½	139 -139	134½-138¼	132½-136	134½-136¼
Special.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	134½-134¼
Rens. & Saratoga.....	139 -140	135 -135	.....	.....	138 -140	135 -140	131½-135	.....	.....	140 -142½	141 -144	138½-143¼
Richm. & Alleghany....	27 - 40	22 - 32	17 - 24½	20 - 24	16 - 22	16½- 19	20 - 28	20 - 25	20 - 20½	18¾- 20	14 - 17½	13 - 17

RAILROAD AND MISCELLANEOUS STOCKS IN NEW YORK—1882 CONTINUED.

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STOCKS.	JANUARY	FEBR'RY.	MARCH.	APRIL.	MAY.	JUNE.	JULY.	AUGUST.	SEPT'BER	OCTOBER.	NOV'BER.	DEC'BER.
	Low.High	Low.High	Low.High	Low.High	Low.High	Low.High	Low.High	Low.High	Low.High	Low.High	Low.High	Low.High
Richmond & Danville..	179 -213	*130 -250	110 -166	110 -145½	x99 -111	98 -108	96 -118½	112 -123	109¾-117½	57 -109¾	52 - 73	52¾- 62
Richmond & West Pt...	*150 -207	164¾-263	100 -186	115 -159½	*47 -116	49½- 55½	52½- 63¾	60½- 66¾	60 - 64¾	31 - 60	23 - 35	23 - 28
Rochester & Pittsburg.	24½- 29¾	27 - 33½	30 - 36½	28¼- 32¼	28 - 31	22¾- 26¼	24½- 35½	24¾- 31	23¾- 27½	22 - 26¾	17½- 23½	19¼- 22¼
Rome Wat. & Ogdensb.	20 - 21½	20 - 21½	20 - 26	.... - ....	.... - ....	.... - ....	38 - 40	.... - ....	.... - ....	.... - ....	25 - 30	31¾- 31¾
St. Louis Alton & T. H.	33½- 43¾	26 - 41¼	20½- 31¼	21¾- 28	23¾- 29½	23 - 28	27 - 36½	35 - 43	40 - 50	38 - 48	39¾- 46½	41½- 48¼
Pref.....	80½- 92	73½- 85¼	60 - 74	55 - 67¾	x60 - 73½	57½- 63	61 - 80	79½- 89	85¼- 91	80 - 88	80 - 80¾	84½- 94½
St. L. Jacksonv'e & C...	.... - ....	.... - ....	.... - ....	.... - ....	.... - ....	.... - ....	.... - ....	.... - ....	.... - ....	.... - ....	.... - ....	129 -129
St. Louis & S. Francisco.	39¾- 46¾	35 - 45	34½- 42½	38 - 40	38 - 40¼	33¾- 38	36½- 43¾	40 - 43¾	42½- 43	37½- 40¼	31 - 37½	32½- 35½
Pref.....	56¾- 66½	45 - 61	43 - 57½	50 - 56	49½- 52½	46 - 50½	48½- 61½	58 - 61¾	57¾- 65	56 - 60½	49½- 57	51 - 55½
1st pref.....	100½-106½	79¾- 98½	87 - 95	88 - 91	86 - 88½	85 - 90½	92 -100	97½-100	98 -100½	95 - 98	99 - 98½	93¼-100
St. Paul & Duluth.....	27 - 30¼	26 - 30¾	29 - 31½	.... - ....	29 - 32¾	30 - 30¾	30 - 39	33 - 34	33 - 36½	33 - 35½	32 - 38½	36½- 42¾
Pref.....	68 - 71	70 - 71	x71½-x80	70 - 78	77½- 86	80½- 80½	84¾- 90	88 - 90	88¼- 96	91¼- 94¾	90 - 96	90¾- 69¼
St. Paul Minn. & Man..	108½-115½	108¾-112	110 -123	118½-120½	119 -136½	123 -136½	*128 -144¾	131 -149½	146¾-166½	144¾-162¾	135 -152¾	140 -146¾
Second Ave (N.Y. City)	.... - ....	.... - ....	.... - ....	.... - ....	.... - ....	.... - ....	.... - ....	170 -185 - - - -
South Carolina R.R.	.... - ....	30 - 30	.... - ....	.... - ....	.... - ....	.... - ....	25 - 27	22 - 29¾	29 - 30	.... - ....	33 - 33	24 - 24
Texas & Pacific.....	44¼- 51½	36½- 49¾	34¾- 46½	38 - 45¼	36¾- 43½	36½- 44¾	43½- 55	48¾- 54½	47¾- 52¾	38¾- 47	34 - 42	36½- 42½
Texas & St. Louis.....	.... - ....	.... - ....	.... - ....	.... - ....	17 - 17	.... - ....	20 - 31	.... - ....	.... - ....	.... - ....	20 - 20	15 - 15
Toledo Delphos & Burl.	12 - 17½	10½- 15½	10½- 17	12¾- 15	11½- 13	11 - 11	12½- 19	15½- 17½	15 - 15	12 - 14½	10¼- 11¼	8½- 10
Union Pacific.....	114½-119¾	110¾-119½	x09¾ x16¼	109¼-115½	111 -114¼	x06½ 113¾	110½-118	114¼-119¾	x108½ 18½	104½-109¾	99¾-108	x98¼ x05¾
United Cos. of N. J.....	183 -183	185 -185	.... - ....	.... - ....	188 -188	.... - ....	.... - ....	188½-188½ - - - -
Utah Central.....	100 -100 - - - - - - - - - - -
Virginia Midland.....	.... - ....	.... - ....	43 - 62½	.... - ....	.... - ....	.... - ....	49 - 56¼	50 - 54	.... - ....	50 - 50	25 - 25 -
Wab. St. Louis & Pac..	34 - 38½	27½- 37¾	30¾- 36¾	27¼- 35¾	27½- 31¾	23½- 30½	28 - 39	34¾- 39¾	35½- 39¼	29¾- 36¾	27 - 34½	29½- 36¼
Pref.....	65½- 71½	54¼- 68½	55 - 63	49¾- 61½	49½- 55½	45½- 54½	51 - 69¼	63¼- 69	66½- 70¾	55½- 66½	50 - 60¾	51 - 56½
Warren.....	.... - ....	.... - ....	.... - ....	.... - ....	.... - ....	.... - ....	.... - ....	118 -118 - - - -
TELEGRAPH.												
American District.....	31 - 38	31 - 60	40 - 56	44 - 52	44 - 47	40 - 45½	47 - 59	51 - 54	-	35 - 44	.... - ....	35½- 35½

* Lowest price is ex-privilege.

RAILROAD AND MISCELLANEOUS STOCKS IN NEW YORK—1882 CONTINUED

STOCKS.	JANUARY	FEBR'RY.	MARCH.	APRIL.	MAY.	JUNE.	JULY.	AUGUST.	SEPT'BER.	OCTOBER.	NOV'BER.	DEC'BER.
	Low.High	Low.High	Low.High	Low.High	Low.High	Low.High	Low.High	Low.High	Low.High	Low.High	Low.High	Low.High
American Tel. & Cable.	.... - ....	.... - ....	.... - ....	.... - ....	.... - ....	.... - ....	.... - ....	.... - ....	73 - 74	69 - 73 $\frac{3}{4}$	x65 - 71	65 $\frac{1}{4}$ - 69
Bankers' & Merchants'	.... - ....	.... - ....	.... - ....	.... - ....	.... - ....	.... - ....	.... - ....	.... - ....	.... - ....	.... - ....	- ....	125 - 132
Gold & Stock.	100 - 100	99 $\frac{1}{2}$ - 99 $\frac{1}{2}$	.... - ....	.... - ....	.... - ....	92 - 92 - - - - - -
Mutual Union	.... - ....	.... - ....	.... - ....	.... - ....	.... - ....	.... - ....	.... - ....	25 $\frac{1}{2}$ - 30 $\frac{1}{4}$	25 - 27 $\frac{3}{4}$	20 - 27	20 - 27	197 $\frac{1}{2}$ - 25
Western Union	76 $\frac{1}{2}$ - 82 $\frac{1}{4}$	76 $\frac{1}{2}$ - 82 $\frac{1}{4}$	76 $\frac{1}{2}$ - 82 $\frac{1}{4}$	80 $\frac{1}{2}$ - 90 $\frac{1}{4}$	81 $\frac{1}{2}$ - 86	80 $\frac{1}{2}$ - 86 $\frac{1}{4}$	84 $\frac{1}{2}$ - 91 $\frac{1}{2}$	88 $\frac{1}{2}$ - 91	x88 $\frac{1}{4}$ - 93 $\frac{3}{4}$	85 $\frac{3}{4}$ - 89 $\frac{3}{4}$	78 $\frac{1}{2}$ - 87	79 $\frac{1}{2}$ - 83 $\frac{1}{4}$
EXPRESS.												
Adams	145 - 149 $\frac{1}{2}$	142 $\frac{1}{2}$ - 148	139 - 145	140 - 143 $\frac{3}{4}$	x34 - 142	135 $\frac{1}{2}$ - 140	137 - 140	139 - 140 $\frac{1}{2}$	140 - 143	139 $\frac{1}{2}$ - 140 $\frac{1}{2}$	x135 - 138	133 - 138
American	92 - 94 $\frac{1}{2}$	90 - 97 $\frac{1}{2}$	91 $\frac{1}{2}$ - 95 $\frac{1}{4}$	93 - 95	93 - 97 $\frac{3}{4}$	x91 - 97 $\frac{1}{4}$	91 $\frac{1}{4}$ - 95 $\frac{1}{4}$	94 - 93	93 $\frac{1}{2}$ - 96 $\frac{1}{4}$	90 - 97	92 - 96	x90 $\frac{1}{2}$ - 95
United States	76 - 80 $\frac{1}{4}$	73 - 78 $\frac{1}{2}$	72 $\frac{1}{2}$ - 76 $\frac{1}{4}$	74 - 76	72 - 74 $\frac{1}{2}$	70 - 73	71 $\frac{1}{2}$ - 75 $\frac{1}{4}$	74 - 75	70 - 74	65 - 71	x62 - x67	65 - 68 $\frac{1}{2}$
Wells, Fargo & Co.	128 - 130 $\frac{1}{2}$	125 - 130	126 - 130 $\frac{1}{2}$	126 - 129	125 $\frac{1}{2}$ - 130	128 - 131	125 $\frac{1}{2}$ - 130	128 - 131 $\frac{1}{4}$	130 - 132	129 - 132	127 - 130	128 - 131
COAL & MINING.												
Cameron Coal & Iron	31 $\frac{1}{4}$ - 37	.... - ....	27 $\frac{1}{2}$ - 34 $\frac{1}{2}$	34 $\frac{1}{2}$ - 34 $\frac{1}{4}$	30 - 35	33 - 33 $\frac{3}{4}$	35 - 37 $\frac{1}{4}$	35 $\frac{1}{2}$ - 35 $\frac{3}{4}$	19 $\frac{3}{4}$ - 25	18 - 20	20 $\frac{1}{2}$ - 20 $\frac{1}{2}$ -
Caribon Consol. Mining	2 $\frac{1}{2}$ - 2 $\frac{1}{2}$	2 - 2 - - - - - - - - - -
Central Arizona Mining	1 - 1 $\frac{1}{2}$	1 - 1 $\frac{1}{2}$	3 $\frac{1}{2}$ - 1	7 $\frac{1}{2}$ - 1 $\frac{1}{2}$	3 $\frac{1}{2}$ - 7 $\frac{1}{2}$	5 $\frac{1}{2}$ - 1	.... - ....	1 $\frac{1}{2}$ - 1 $\frac{1}{2}$	3 $\frac{1}{2}$ - 3 $\frac{1}{2}$	.... - ....	1 $\frac{1}{2}$ - 1 $\frac{1}{2}$ -
Colorado Coal & Iron	41 - 45 $\frac{1}{4}$	38 $\frac{3}{4}$ - 44 $\frac{1}{2}$	38 - 53 $\frac{3}{4}$	46 - 53 $\frac{3}{4}$	48 $\frac{1}{4}$ - 52 $\frac{3}{4}$	40 - 48 $\frac{1}{4}$	44 - 50	42 - 49	42 - 46 $\frac{1}{4}$	40 - 42	25 - 40 $\frac{1}{4}$	27 $\frac{1}{4}$ - 32 $\frac{3}{4}$
Consolidation Coal	32 - 36 $\frac{3}{4}$	30 - 32	29 $\frac{1}{2}$ - 31	28 - 30 $\frac{3}{4}$	30 - 30	29 - 29	32 - 33	32 - 32 $\frac{1}{2}$	.... - ....	.... - ....	27 $\frac{1}{2}$ - 27 $\frac{1}{2}$	29 - 29
Cumberl'd Coal & Iron	.... - ....	.... - ....	7 - 9 - - - - - - - - -
Deadwood Mining	5 - 5 $\frac{1}{2}$	6 $\frac{3}{4}$ - 6 $\frac{3}{4}$	5 $\frac{1}{2}$ - 6 $\frac{3}{4}$	.... - ....	6 - 6 $\frac{1}{4}$	5 - 5 $\frac{1}{2}$	.... - ....	.... - ....	.... - ....	4 $\frac{1}{2}$ - 4 $\frac{1}{2}$	4 - 4	4 - 4
Excelsior Mining	1 $\frac{1}{4}$ - 3 $\frac{1}{4}$	1 $\frac{1}{4}$ - 1 $\frac{1}{2}$	1 $\frac{1}{4}$ - 2 $\frac{1}{2}$	2 - 2 $\frac{1}{2}$	1 $\frac{1}{4}$ - 2	1 - 1 $\frac{1}{2}$ - - - - - -
Homestake Mining	15 $\frac{1}{2}$ - 16 $\frac{1}{2}$	18 $\frac{1}{2}$ - 19 $\frac{1}{4}$	17 $\frac{1}{2}$ - 19 $\frac{1}{2}$	17 $\frac{1}{4}$ - 18 $\frac{1}{2}$	17 $\frac{1}{4}$ - 18 $\frac{1}{4}$	x17 $\frac{1}{2}$ - 18	17 $\frac{3}{4}$ - 19 $\frac{1}{2}$	x17 $\frac{1}{2}$ - 19 $\frac{1}{2}$	18 $\frac{1}{2}$ - 18 $\frac{1}{4}$	17 $\frac{1}{2}$ - 18	17 $\frac{1}{2}$ - 17 $\frac{1}{2}$	17 - 17 $\frac{1}{2}$
La Plata Mining	9 $\frac{1}{4}$ - 9 $\frac{1}{4}$ - - - - - - - - - - -
Little Pittsburg Mining	1 $\frac{1}{2}$ - 2	1 $\frac{1}{2}$ - 1 $\frac{1}{2}$	1 $\frac{1}{2}$ - 2 $\frac{1}{4}$	1 $\frac{1}{2}$ - 1 $\frac{1}{2}$	.... - ....	1 $\frac{1}{2}$ - 1 $\frac{1}{2}$ - - - - - -
Mariposa Land & Min'g	2 - 2 $\frac{1}{2}$	.... - ....	.... - ....	.... - ....	.... - ....	1 $\frac{1}{4}$ - 2 - - - - - -
Maryland Coal	20 - 26	17 - 19	15 $\frac{1}{4}$ - 17 $\frac{1}{2}$	15 - 17 $\frac{1}{2}$	13 - 14	13 - 16	16 $\frac{1}{4}$ - 18	18 - 20	20 - 20	17 - 20	18 $\frac{1}{4}$ - 21	16 - 17 $\frac{1}{4}$
New Central Coal	19 - 20	17 - 19	16 - 18	15 - 15	13 $\frac{1}{2}$ - 13 $\frac{1}{2}$	.... - ....	17 - 17	17 - 18	19 $\frac{1}{2}$ - 23	18 - 19	19 - 19 $\frac{1}{2}$	14 - 16
Ontario Silver Mining	33 - 35	35 - 35	35 - 35 $\frac{3}{4}$	35 - 35 $\frac{1}{2}$	35 - 36	x34 - 35 $\frac{1}{2}$	35 $\frac{1}{2}$ - 36	40 - 40	38 $\frac{3}{4}$ - 39 $\frac{1}{4}$	36 - 38 $\frac{1}{2}$	36 - 37 $\frac{1}{2}$	35 $\frac{1}{2}$ - 36
Pennsylvania Coal	240 - 245 - -	245 - 245 -	245 - 245 - - - - - -

RAILROAD AND MISCELLANEOUS STOCKS IN NEW YORK—1882 CONCLUDED.

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STOCKS.	JANUARY	FEBR'RY.	MARCH.	APRIL.	MAY.	JUNE.	JULY.	AUGUST.	SEPT'BER.	OCTOBER	NOV'BER.	DEC'BER
	Low.High	Low.High	Low.High	Low.High	Low.High	Low.High	Low.High	Low.High	Low.High	Low.High	Low.High	Low.High
Quicksilver Mining.....	12 - 14¼	11¼- 13¼	11¼- 12	11½- 12½	8¾- 12	8¼- 9	9 - 12½	10 - 11	10¾- 11	8 - 10½	8¼- 9½	9 - 9½
Pref.....	57 - 62¼	57½- 62	55 - 60	56 - 57	49¼- 58	47 - 47	45½- 50	45½- 45½	45¼- 45¼	40 - 45	41 - 44	40 - 40¼
Robinson Cons. Mining	2¼- 4	2¾- 3¾	3¾- 4	3¼- 3¼	2 - 2¼	1 - 1 - - - - - -
Silver Cliff Mining.....	2¾- 2¾	.... - ....	2 - 2 - - - - - - - - -
Standard Consol. Min'g	14 - 17¾	16 - 17½	14¾- 19½	15 - 19¾	14 - 18	16¼- 18¾	17 - 18½	x7¾- 17¼	6½- 8	4½ 6¾	5½- 5½	6 - 7
Stormont Mining.....	.... - ....	1½- 1½ - - - - - - - - - -
VARIOUS.												
Canton Co.....	60½- 60½	60 - 65	60 - 62	60 - 61	60 - 60	.... - ....	.... - ....	.... - ....	.... - ....	.... - ....	.... - ....	59½- 59½
Del. & Hudson Canal...	105½-107½	x106¼- 9½	102¾-107½	103¾-106	103½-106½	102¾-113	111½-118½	114 - 119¾	112¾-117¼	111¾-114½	105½-113½	106¾-111
Iron Steamboat Co. . .	.... - ....	.... - ....	.... - ....	.... - ....	.... - ....	59 - 59 - - - - - -
N. Y. & Texas Land.....	44¾- 49½	42 - 44½	37 - 40	.... - ....	37 - 38½	37 - 39	40¼- 49½	.... - ..	50 - 50	50¼- 54¾	51 - 55 -
Oregon R'y & Nav. Co...	128 -140	130 -140	128 -142	139 -145	137 -140	135 -138	134½-149½	148 -155	153 -163½	152 -158	148½-160	138 -158
Pacific Mail S. S.....	39½- 43¼	38 - 45½	38½- 43½	37 - 42½	39¼- 44¼	39½- 43	42½- 48¾	43¾- 47¼	43¾- 47¾	38½- 44½	32¾- 40½	34½- 46
Pullman Palace Car....	129½-145	*122-141	123 -128½	125 -127	120 -127	117 -125½	125½-132¾	x127½- 135	128¾-135½	127 -130	120¼-127	122½-125½
Sutro Tunnel.....\$	¾- 1	¾- ¾	¾- ¾	¾- ¾	¾- ½	¾- ¾	¾- ½	¾- ¾	¾- ¾	¾- ¾	¾- ¾	¾- ¾

* Lowest price is ex-privilege.

1883.

STOCKS.	JANUARY	FEBR'RY.	MARCH.	APRIL.	MAY.	JUNE.						
	Low.High	Low.High	Low.High	Low.High	Low.High	Low.High						
RAILROAD.												
Albany & Susquehanna..	.... - ....	128 -131	.... - ..	130 -131	132 -132	130 -132½						
Alleghany Central.....	10 - 10	.... - ....	.... - ....	14 - 20 - -						
Atchison Top. & S. Fe..	.... - ....	78½- 79	78½- 80	84 - 85½	82¾- 83¾	83¾- 84¾						

STOCKS.	JANUARY		FEBR'RY.		MARCH.		APRIL.		MAY.		JUNE.	
	Low.	High	Low.	High	Low.	High	Low.	High	Low.	High	Low.	High
Boston & N. Y. Air-L.												
Pre	79	- 82	80	- 81½	78	- 80½	78	- 80½	81	- 84¾	81¾	- 83
Bur. C. Rap. & North...	82	- 83	80½	- 82	80	- 81	80¼	- 82	81	- 82	81	- 82½
Canadian Pacific. . . .	...	- ....	58¼	- 61½	58¾	- 59¾	58½	- 61½	60	- 65½	61½	- 65
Canada Southern.....	65	- 71¾	63¾	- 68¾	65¾	- 69¾	65¾	- 69¾	63¼	- 67¾	x64	- 68¾
Cedar Falls & Minn....	14	- 15	12	- 14	13	- 13¾	13¾	- 15	..	-	14	- 17½
Central Iowa.....	25	- 28	...	- ....	...	- ....	25	- 25	...	- ....	...	- ....
Central of New Jersey.	68¼	- 76½	68¼	- 73½	71	- 73½	72	- 79¾	75½	- 80½	79½	- 89
Central Pacific.....	x83¼	- 88	79	- 83¾	74¾	- 82¼	75½	- 80¼	71¼	- 77¾	74½	- 77½
Chesapeake & Ohio.....	22	- 23¾	20½	- 23	21¾	- 23	20¾	- 22½	19¾	- 21¼	19	- 20¾
1st pref	30½	- 35½	29¾	- 32¼	30½	- 33	31½	- 33¾	28½	- 32¼	28½	- 31
2d pref	23½	- 27	22½	- 25½	23	- 24½	23½	- 25¼	21½	- 23½	21½	- 23½
Chicago & Alton.....	134¼	- 137¼	130	- 137	131½	- 135	133½	- 135	132½	- 135	133½	- 136
Pref.....	...	- ....	140	- 145	...	- ....	...	- ....	140	- 140½	...	-
Chic. Burl. & Quincy...	120	- 125½	115¾	- 122¾	117	- 125¼	124	- 120¾	120½	- 126½	122	- 126¾
Chic. Mil. & St. Paul...	103¼	- 108½	97¾	- 106¼	x97¾	- 102¾	98¾	- 104¾	100¾	- 105½	101¾	- 108¼
Pref	119¾	- 122	116¾	- 120½	116¾	- 120½	117	- 121¾	119	- 121¾	119	- 121
Chic. & Northwest.....	130	- 136¼	128½	- 133½	131¾	- 134½	133	- 140¼	128½	- 135¾	130½	- 136¾
Pref	145½	- 151½	143	- 147½	145	- 150¾	149½	- 157	146¾	- 153	148½	- 153¾
Chic. R. I. & Pacific.....	123	- 127¼	118	- 123½	121¾	- 124¾	122	- 126½	121¼	- 126¼	122½	- 126¼
Chic. St. Louis & N. O...	80	- 80	...	- ....	...	- ....	...	- ....	...	- ....	...	- ....
Chic. St. Louis & Pitts.	...	- ....	...	- ....	...	- ....	20½	- 22	18	- 22	18	- 19¾
Pref.....	...	- ....	...	- ....	...	- ....	54	- 56½	54¼	- 57¾	55	- 57
Chic. St. Paul M. & O...	48¾	- 55	44¾	- 49	47¼	- 50¾	47½	- 52	44	- 50¾	45	- 48
Pref	107½	- 113¼	102¾	- 108¾	106½	- 109¼	106	- 109	102½	- 108¼	104	- 106¾
Cin. Ham. & Dayton...	...	- ....	...	- ....	...	- ....	85¼	- 85¼	...	- ....	...	- ....
Cin. Sandusky & Cleve.	...	-	46	- 46	48	- 49½	48½	- 49	38	- 43	40	- 45
Cleve. Col. Cin. & Ind...	77	- 84	63¾	- 79¾	72½	- 74¾	74	- 79½	67¼	- 74¾	70¼	- 77¾
Cleve. & Pitts., guar....	139	- 142	140½	- 141	138	- 139½	133	- 138¼	130¾	- 133	129½	- 134

RAILROAD AND MISCELLANEOUS STOCKS IN NEW YORK--1883 CONTINUED.

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STOCKS.	JANUARY	FEBR'RY	MARCH.	APRIL.	MAY.	JUNE
	Low. High	Low. High	Low. High	Low. High	Low. High	Low. High
Columbia & Greenv., pf.	.... - ...	31 - 34	34 - 54	48½- 59½	59½- 68½	65 - 66
Col. Chic. & Ind. Cen....	3¼- 4½	4 - 6	5½- 7¼	4½- 5½	4½- 5	4 - 4
Assessment paid .....	.... - ....	.... - ...	10½- 10½ - - -
Reorganization cts....	.... - ....	.. - ...	.... - ....	11½- 11½	10 - 10 -
Danbury & Norwalk....	70¼- 70½	.... - ....	63 - 63 - - -
Del. Lack. & Western..	124¾-129¼	118½-125½	122 -125½	124¾-131½	122 -128½	123¾-130
Denver & Rio Grande..	39½- 51½	42¾- 48¼	44 - 47¾	46¾- 50¾	46 - 51½	41½- 48½
Dubuque & S. City.....	89 - 89½	87½- 87½	85 - 92	x84½x86½	82 - 85½	81½- 82
East Tenn. Va. & Ga....	9¼- 10¼	8½- 9½	8½- 9½	9 - 11¼	8¾- 10¼	8½- 10
Pref	16¾- 18¼	14¾- 16¾	15¼- 17½	16½- 23	18 - 22	17½- 19½
Evansville & T. Haute	75 - 75	70 - 75	68 - 70	68 - 68	.... - ....	59 - 59
Flint & Pere Marq., prf.	.... - ...	.... - ....	.... - ....	.... - ....	.... - ....	107 -107
Fort Worth & Denver.	30 - 33½	30 - 31½	30 - 31½	31½- 31½ - -
Green Bay Win. & St. P.	6 - 6½	5 - 6	5½- 9½	8½- 10½	7½- 9½	9 - 10½
Hannibal & St. Joseph.	42½- 46¾	40 - 44	38 - 38	39 - 43	41 - 43 -
Pref.....	72 - 87¾	80 - 86½	78½- 84	81½- 94½	93 - 97¾	92½- 95½
Harlem.....	196 -200	200 -200	200 -200	194 -198	195 -197	197 -199
Houston & Texas Cent.	75 - 79	73 - 73	75 - 78½	75½- 82½	70 - 75	67 - 72½
Illinois Central.....	141½-147	x41½ 146¾	143 -146	144 -147½	141¾-145¼	x132-148
Leased line, 4 p. c.....	78 - 81	77 - 80	79½- 80	80 - 81	80 - 81	79 - 80½
Ind. Bloom. & West....	32 - 35	27 - 31½	29½- 35¼	30 - 35½	25 - 30½	29 - 32
Joliet & Chicago.....	.... - ....	138 -138 - - - -
Lake Erie & Western...	29¼- 33¼	26 - 29½	26¾- 32	29½- 33½	26 - 30	28½- 32¾
Lake Shore.....	110½-114½	106½-111	x08½ 111¾	108 -114¼	107¼-111½	108½-113½
Long Island.....	60 - 65	60¾- 63½	62 - 63½	62¾- 69	66½- 69	68½- 86¾
Louisiana & Mo. Riv..	.... - ....	.... - ....	.... - ....	.... - ...	.... - ....	13½- 13½
Louisville & Nashville.	51½- 58½	51½- 57½	53½- 55½	52½- 58½	47½- 54½	49 - 54½
Louisv. New Alb. & Chic.	63¾- 68	60 - 65	55 - 58	54¾- 56¼	55 - 55	39½- 52
Manhattan Elevated....	47 - 51	45 - 53½	40 - 49	41 - 45	43½- 44¾	43¾- 49½

STOCKS.	JANUARY		FEBR'RY.		MARCH.		APRIL.		MAY.		JUNE.	
	Low.	High	Low.	High	Low.	High	Low.	High	Low.	High	Low.	High
Manhattan El., 1st pref	84 $\frac{3}{4}$	90	86	- 88	85	- 85	x81 $\frac{1}{2}$	x84	83	- 86	82 $\frac{1}{2}$	90
Common.....	50	- 50	43	- 53	48	- 48	45	- 45	44 $\frac{1}{2}$	- 44 $\frac{1}{2}$	49	- 50
Manhattan Beach Co...	18	- 19	15	- 18 $\frac{1}{2}$	18	- 26 $\frac{1}{2}$	23	- 24 $\frac{3}{4}$	21	- 25	23	- 30 $\frac{3}{8}$
Mar. & Cin., 1st pref....	...	- ...	11	- 11	...	- ...	...	- ...	12 $\frac{1}{2}$	- 12 $\frac{1}{2}$	...	- ...
Memphis & Charleston.	45	- 55	36	- 46	38	- 43 $\frac{3}{4}$	38 $\frac{1}{2}$	- 44 $\frac{3}{4}$	37	- 49	42	- 45
Metropolitan Elevated.	80	- 85	80	- 85	79 $\frac{1}{2}$	- 81 $\frac{1}{4}$	80	- 81 $\frac{1}{2}$	76	- 83 $\frac{1}{2}$	83 $\frac{1}{2}$	- 93
Michigan Central.....	96	-100 $\frac{1}{8}$	90	- 96 $\frac{7}{8}$	91 $\frac{3}{4}$	- 96 $\frac{3}{8}$	93	- 96 $\frac{3}{4}$	91 $\frac{1}{2}$	- 95	x92 $\frac{7}{8}$	99
Milw. Lake Sh. & W....	17 $\frac{1}{4}$	- 18	15	- 15	...	- ...	...	- ...	14	- 14	10	- 10
Pref.....	46 $\frac{1}{2}$	- 48 $\frac{1}{2}$	42 $\frac{1}{4}$	- 46	42	- 45 $\frac{1}{4}$	44 $\frac{1}{2}$	- 47 $\frac{1}{4}$	42	- 47 $\frac{1}{4}$	44	- 46 $\frac{1}{2}$
Milw. & Northern.....	...	- ...	...	- ...	25	- 25	...	- ...	...	- ...	...	- ...
Minneapolis & St. L....	27	- 30 $\frac{3}{4}$	22 $\frac{3}{4}$	- 27 $\frac{1}{4}$	25 $\frac{1}{2}$	- 27 $\frac{1}{4}$	25 $\frac{1}{2}$	- 30 $\frac{1}{4}$	25 $\frac{1}{2}$	- 28 $\frac{3}{4}$	26	- 28 $\frac{1}{4}$
Pref.....	60	- 68 $\frac{1}{2}$	52	- 62	57	- 61	57 $\frac{1}{2}$	- 62 $\frac{1}{2}$	53	- 59	54 $\frac{1}{2}$	- 58 $\frac{1}{2}$
Missouri Kan. & Texas	30 $\frac{1}{4}$	- 34 $\frac{7}{8}$	29 $\frac{1}{4}$	- 32 $\frac{3}{8}$	30 $\frac{1}{4}$	- 32 $\frac{1}{2}$	29 $\frac{1}{2}$	- 33 $\frac{3}{8}$	27 $\frac{1}{4}$	- 31 $\frac{5}{8}$	28 $\frac{7}{8}$	- 32
Missouri Pacific.....	100 $\frac{1}{4}$	-105 $\frac{5}{8}$	97 $\frac{3}{4}$	-103 $\frac{3}{8}$	99 $\frac{3}{4}$	-103 $\frac{1}{2}$	101 $\frac{3}{4}$	-106 $\frac{7}{8}$	101 $\frac{1}{4}$	-103 $\frac{1}{2}$	x01 $\frac{1}{2}$	-106 $\frac{1}{2}$
Mobile & Ohio....	17 $\frac{3}{4}$	- 19 $\frac{1}{2}$	15	- 19 $\frac{1}{8}$	16	- 19 $\frac{3}{8}$	17	- 19	15	- 15 $\frac{1}{2}$	14 $\frac{3}{4}$	- 16
Morris & Essex.....	122 $\frac{1}{4}$	-124	120	-122 $\frac{1}{2}$	122	-124	123 $\frac{3}{4}$	-125	124 $\frac{1}{4}$	-128	124	-129 $\frac{1}{4}$
Nashv. Chatt. & St. L...	55 $\frac{5}{8}$	- 64 $\frac{7}{8}$	56	- 62	57	- 60	57	- 59	50 $\frac{1}{2}$	- 56 $\frac{1}{2}$	54	- 59
N. Y. Cent. & Hud. Riv.	125 $\frac{1}{2}$	-128 $\frac{3}{4}$	124 $\frac{1}{4}$	-127 $\frac{3}{8}$	x125	-129 $\frac{1}{2}$	125	-128 $\frac{1}{2}$	120 $\frac{1}{4}$	-125 $\frac{3}{8}$	118 $\frac{3}{4}$	-125
N. Y. Chicago & St. L...	12 $\frac{1}{4}$	- 15 $\frac{1}{2}$	10	- 12 $\frac{3}{4}$	11	- 13 $\frac{3}{8}$	11 $\frac{7}{8}$	- 12 $\frac{3}{8}$	10 $\frac{1}{4}$	- 12 $\frac{3}{8}$	10 $\frac{1}{8}$	- 12 $\frac{1}{4}$
Pref.....	29	- 35	23	- 29	26 $\frac{1}{2}$	- 29 $\frac{1}{2}$	27 $\frac{1}{2}$	- 30	23	- 27	23 $\frac{3}{4}$	- 27 $\frac{1}{4}$
New York Elevated....	101	-101	105	-105	103	-105	...	- ...	...	- ...	...	- ...
N. Y. Lack. & West. ....	...	- ...	...	- ...	85 $\frac{1}{2}$	- 89 $\frac{1}{2}$	87 $\frac{1}{2}$	- 89 $\frac{1}{2}$	88	- 89 $\frac{1}{4}$	x87 $\frac{1}{2}$	- 89 $\frac{1}{4}$
N. Y. Lake Erie & West.	37 $\frac{7}{8}$	- 40 $\frac{3}{4}$	34 $\frac{3}{8}$	- 39	36 $\frac{1}{2}$	- 38	36 $\frac{1}{8}$	- 39 $\frac{1}{4}$	33 $\frac{7}{8}$	- 37 $\frac{1}{2}$	35 $\frac{1}{8}$	- 38 $\frac{3}{4}$
Pref.....	79 $\frac{1}{2}$	- 83	75	- 80	...	- ...	80 $\frac{1}{2}$	- 81 $\frac{1}{2}$	78	- 79 $\frac{3}{4}$	79	- 81 $\frac{1}{4}$
N. Y. & New England....	48	- 52 $\frac{1}{4}$	45 $\frac{1}{2}$	- 48	45 $\frac{5}{8}$	- 49	37	- 46 $\frac{1}{2}$	30 $\frac{5}{8}$	- 39	33	- 36 $\frac{1}{4}$
N. Y. N. Haven & Hartf.	169	- 175	170 $\frac{1}{2}$	-174	173 $\frac{1}{2}$	-175	175	-178 $\frac{3}{4}$	180	-183	177	-183
N. Y. Ontario & West...	25 $\frac{3}{8}$	- 27 $\frac{3}{8}$	25	- 26 $\frac{1}{8}$	24 $\frac{3}{4}$	- 26 $\frac{1}{8}$	25 $\frac{1}{2}$	- 29 $\frac{3}{8}$	25	- 28 $\frac{7}{8}$	25 $\frac{1}{4}$	- 28 $\frac{3}{4}$
Pref.....	...	- ...	...	- ...	85	- 85	...	- ...	...	- ...	...	- ...
N. Y. Susq. & West.....	...	- ...	...	- ...	...	- ...	...	- ...	6 $\frac{1}{2}$	- 8 $\frac{5}{8}$	6 $\frac{3}{4}$	- 8

RAILROAD AND MISCELLANEOUS STOCKS IN NEW YORK—1883 CONTINUED.

105

STOCKS.	JANUARY		FEBR'RY.		MARCH.		APRIL.		MAY.		JUNE.	
	Low.	High	Low.	High	Low.	High	Low.	High	Low.	High	Low.	High
N.Y.Susq. & W., pref..	-	.....	.....	-	.....	-	.....	-	19½-	21¾	18	- 20½
Norfolk & Western.....	18	- 18	.....	-	.....	-	10	- 10	13	- 13	1	- 13
Pref.	46¾	- 49¾	37½-	46½	39¼-	43	41	- 45¾	39½-	45	41¾-	43
Northern Pacific.....	46¾-	51¾	44¾-	49½	48¾-	51¼	49¼-	52½	48¾-	51¾	50	- 53½
Pref.	83¾-	87¾	79¾-	85	83¼-	87¾	85¾-	89¾	85	- 80¼	87	- 90¾
Ohio Central.....	12¾-	13¾	9½-	12¾	11	- 13¼	11¾-	14¼	10¼-	12¾	9¾-	11¾
Ohio & Mississippi.....	31	- 34½	29	- 33¼	31¼-	33½	33¾-	36¾	30¾-	35	33	- 36¼
Pref. ....	.....	-	96	- 96	98½-	98¾	98	- 108	100	- 105½	105½-	112½
Ohio Southern.....	11½-	13½	10	- 13	11¾-	12½	12½-	14¾	12½-	13½	12½-	13½
Oregon Short Line.....	.....	-	25	- 25	.....	-	25½-	26	27	- 27½	28	- 32
Oregon & Transcontin'l	82½-	89	79	- 86	x81¼	85½	79½-	85½	80¾-	85¾	82¾-	86¾
Panama.....	.....	-	.....	-	.....	-	.....	-	100	- 100	.....	-
Peoria Dec. & Evansv..	25¾-	28	19½-	25½	20¾-	24	20½-	24¾	16½-	21	18¾-	22¾
Phila. & Reading.....	52¼-	58½	49¾-	55¼	52½-	54¾	53½-	57¾	51½-	56¾	52¾-	61¾
Pitts. Ft. W. & C., guar.	135	- 138	135	- 136½	135	- 137	132¾-	136½	130	- 134½	131	- 133
Special.....	.....	-	133	- 133	.....	-	130	- 130	.....	-	.....	-
Rens. & Saratoga.....	139½-	141	140¾-	142	144	- 144	142	- 145	144½-	145	145½-	145½
Richm. & Allegheny.....	14	- 15	10	- 12½	10¾-	11¾	11¼-	15½	10	- 14	5	- 10¾
Richmond & Danville..	47	- 60	49½-	56	52	- 55¼	53	- 64	60	- 67¾	58¾-	64½
Richmond & West Pt...	21¼-	29	21	- 26½	22	- 24¾	22¾-	25½	33¾-	37	31½-	39
Rochester & Pittsburg.	20	- 22	16¾-	21½	19	- 20¾	19½-	23	18¾-	22	18	- 21¾
Rome Wat. & Ogdensb.	32	- 32½	.....	-	34	- 34	34	- 34	.....	-	29	- 29
St. Louis Alton & T. H.	48	- 71	60	- 69	67¼-	71¾	69	- 71¼	65	- 74½	73	- 85
Pref.	90	- 100¾	92	- 99½	97	- 99¾	x93	- 103	87	- 95	93	- 97½
St. Louis & S. Francisco.	31¾-	34¾	29½-	32	30	- 30	30	- 35	32	- 36¼	34½-	35
Pref.	50½-	54¾	48	- 51½	48½-	49½	49	- 54½	52¾-	59¼	56	- 59½
1st pref.	x93	- 100½	89	- 93	90	- 93	94	- 99	96¼-	99	69	- 100
St. Paul & Duluth.....	38¾-	40¾	35	- 39½	37	- 38	35	- 38	34¾-	39¾	35	- 38
Pref.	94	- 97½	91	- 95	91	- 95	94½-	97½	96¾-	96¾	x93½	97¾

STOCKS.	JANUARY	FEBR'RY.	MARCH.	APRIL.	MAY.	JUNE.
	Low. High	Low. High	Low. High	Low. High	Low. High	Low. High
St. Paul Minn. & Man..	139 -147½	133 -145	142½-160	*123 -169½	114½-131¾	115½-124¾
South Carolina RR.....	25 - 25½	.... - ....	22½- 25½	27½- 27½	26½- 27	25 - 25
Texas & Pacific.....	36¾- 43	37¼- 40¾	38½- 41	38¼- 43	34½- 40	36 - 39¾
Texas & St. L. in Tex..	.... - ....	.... - ....	.... - ....	.... - ....	18 - 19	19¾- 27½
Do in Mo. & Ark	.... - ....	.... - ....	.... - ....	.... - ....	.... - ....	22¾- 24¾
Toledo Delphos & Burl.	10 - 10	.... - ....	9¼- 9¼	.... - ....	.... - ....	8 - 8
Union Pacific.....	98¼-104¾	91¼- 99¾	93¼- 99¾	95¼-101¾	91¼- 98½	93¼- 98½
United Cos. of N. J.....	187½-187½	.... - ....	188½-188½ - - -
Virginia Midland.....	20 - 28¼	.... - ....	24 - 25	25½- 31½	30 - 31	24½- 30
Wab. St. Louis & Pac..	32 - 36¼	26½- 33	28½- 30¼	28¼- 33	25½- 29¾	26½- 31¾
Pref.....	52 - 57½	44¾- 53¾	47 - 50¾	46 - 53¾	40½- 47¾	42 - 46½
Warren	118 -118 - - - - -
TELEGRAPH.						
American Tel. & Cable.	65¾- 69½	x64¾ 69	65 - 67¾	66 - 67¾	65¾- 69¼	66¾- 69¾
American District.....	30 - 40	31 - 31	35 - 47	.... - ....	30 - 31 -
Bankers' & Merchants'	128 -133 - - - - -
Gold & Stock.....	96½- 96½	96½- 96½ - - - -
Mutual Union.....	21 - 25	19 - 23½	17½- 20¼	18 - 21¼	19 - 21	19 - 20
Western Union.....	79¾- 85½	79¼- 84½	81¾- 85½	82½- 84½	80¾- 84	82½- 88¼
EXPRESS.						
Adams.....	133 -135	132 -135	127 -133	128 -130½	126½-129	128½-130½
American.....	90½- 93	90 - 92	88 - 91	88 - 92	91¼- 94	x89½ 94¼
United States.....	62½- 65½	61½- 65	59 - 60	58 - 62	55½- 61½	60 - 63½
Wells, Fargo & Co.....	124¾-126	122 -125	122 -124½	124 -125¾	124 -125½	125 -128

* Ex-privilege.

STOCKS.	JANUARY		FEBR'Y.		MARCH.		APRIL.		MAY.		JUNE.							
	Low.	High	Low.	High	Low.	High	Low.	High	Low.	High	Low.	High						
COAL & MINING.																		
Cameron Coal & Iron..	17½	18	14	- 14	15	- 16¾	....	- ....	....	- ....	..	- ....			
Central Arizona Mining	¾	- ½	....	- ....	¼	- ¼	....	- ....	....	- ....	¼	- ¼						
Colorado Coal & Iron...	28½	- 32¼	28¼	- 33½	31½	- 33	32	- 39¾	33	- 38¼	29	- 35						
Consolidation Coal.....	27½	- 27½	27	- 27½	25	- 26	26	- 26	24	- 24	....	- ..					
Homestake Mining.....	17¾	- 19	x16½	- 17¾	15	- 16	15	- 16	x15	- 16¼	15½	- 16						
Maryland Coal.....	17	- 17	17	- 17	....	- ....	15	- 15¾	....	- ....	15	- 15						
New Central Coal.....	14	- 14	13	- 14	12½	- 13	13	- 13¼	13	- 13	....	- ...					
Ontario Silver Mining..	34½	- 35½	18	- 34	22½	- 24	26½	- 27¾	24	- 26	25	- 27						
Pennsylvania Coal.....	....	- ....	270	- 270	....	- ....	....	- ....	....	- ..	280¼	- 280¼						
Quicksilver Mining.....	....	- ....	8	- 8¼	8¾	- 9½	8½	- 8½	7½	- 8½	7½	- 8						
Pref.....	37½	- 39	40	- 41¾	42	- 46½	44	- 44½	40	- 43½	37½	- 37½						
Standard Consol. Min'g	5¾	- 6½	5½	- 5½	6¼	- 6¾	6½	- 7	6	- 6¾	x6½	- 7						
VARIOUS.																		
Del. & Hudson Canal...	107	- 109½	105½	- 108¾	106¾	- 108½	108¾	- 112½	107¾	- 110¾	108	- 110¾						
Iron Steamboat Co. . .	....	- ....	....	- ....	....	- ....	....	- ....	36	- 36	....	- ....					
N. Y. & Texas Land.....	....	- ....	....	- ..	55	- 57	63	- 81	81	- 96	110	- 110						
Oregon Improvem't Co.	....	- ....	..	- ....	x83	- 91½	80½	- 85½	78	- 84	81	- 86						
Oregon R'y & Nav. Co...	136	- 144	132	- 138	137	- 140½	138¼	- 144¾	138	- 140	139	- 150						
Pacific Mail S. S.....	39	- 43¾	39½	- 42¾	40¼	- 41¾	40¾	- 44¾	40½	- 43	41¼	- 43½						
Pullman Palace Car....	122	- 126	117	- 122	119	- 122½	121	- 130	x26½	- 130	127¼	- 134						
Sutro Tunnel.... per sh.	¼	- ¼	¼	- ¼	....	- ....	....	- ....	¼	- ¾	¼	- ¼						

MONTHLY RANGE OF RAILROAD BONDS AND STOCKS IN BOSTON.

The tables following show the highest and lowest prices, monthly, of all railroad and miscellaneous stocks and bonds sold at the Boston Stock Exchange.

The prices are compiled from actual sales made at the Board, and the sales of round lots only are taken as a standard, except in case of those few stocks which are sold mainly in small lots, and for which no price would be obtained unless such sales of small lots were taken.

RAILROAD BONDS IN BOSTON—1882.

BONDS.	JANUARY		FEBR'RY.		MARCH.		APRIL.		MAY.		JUNE.		JULY.		AUGUST.		SEPT'BER.		OCTOBER.		NOV'BER.		DEC'BER.	
	Low.	High	Low.	High	Low.	High	Low.	High	Low.	High	Low.	High	Low.	High	Low.	High	Low.	High	Low.	High	Low.	High	Low.	High
Atchison & Nebraska.7	....	-	....	-	....	-	....	-	113	-118	....	-	....	-	....	-	....	-	....	-	....	-	....	-
5s.....5	....	-	....	-	....	-	....	-	97½	-97½	....	-	....	-	....	-	....	-	....	-	....	-	....	-
Atch.Top.&S. Fe—1st.7	119½	-120	118	-119	116	-119½	118½	-119½	118	-118½	118	-119	119	-121	120½	-122¼	120	-120	119¼	-121¼	118¾	-119¾	118½	-121
Land grant, 1900...7	116	-117	114½	-115	114	-115½	114	-114½	114	-114	114½	-114½	114¾	-115½	114½	-114½	113¾	-114½	113	-113½	....	-	....	-114
Sinking fund, 1911..6	....	-	....	-	....	-	....	-	....	-	....	-	102½	-102½	....	-	....	-	....	-	....	-	....	-

RAILROAD BONDS IN BOSTON—1882 CONTINUED.

BONDS.	JANUARY		FEBR'RY.		MARCH.		APRIL.		MAY.		JUNE.		JULY.		AUGUST.		SEPT'BER.		OCTOBER.		NOV'BER.		DEC'BER.	
	Low.	High	Low.	High	Low.	High	Low.	High	Low.	High	Low.	High	Low.	High	Low.	High	Low.	High	Low.	High	Low.	High	Low.	High
Atch. Top. & S. Fe—																								
Land Inc., 1883-S....	8	102 - 102½	...	-	...	-	...	-	...	-	...	-	...	-	...	-	...	-	...	-	...	-	...	-
Mort., 1909	5	94½ - 99½	95	- 97	09½ - 99½	97½ - 97½	97	- 97½	98	- 98	96½ - 97	96¾ - 98¼	...	-	...	-	...	-	...	-	...	-	...	-
1920.....	4½	03 - 93	...	-	...	-	...	-	...	-	...	-	...	-	...	-	...	-	84	- 84	82¾ - 82¾	79	- 80¼	
Plain, 1920.....	5	...	-	...	89	- 89	88½ - 89	88	- 88	85¼ - 87	87	- 88	88	- 88	88	- 89	87	- 87¾	...	-	...	-	84	- 85
Guar.....	7	...	-	...	...	-	...	-	...	-	...	-	112	- 112½	114	- 114¼	114	- 114	112	- 113	112½ - 112½	...	-	
Atlan. & Pac.—1st, s.f.6	95	- 97½	91	- 95	92½ - 95	93	- 95	04	- 97	97½ - 98¼	97	- 08	...	-	96	- 97	95	- 96	93	- 94¾	93	- 94	...	-
Income, 1910.....	6	20¾ - 37	20½ - 33½	30	- 34¼	28½ - 31	28	- 29	27	- 27½	26	- 33	27	- 30¾	24½ - 28½	24½ - 25¾	147½ - 23½	18	- 20½	...	-	...	-	
Denver Ext.....	4	87	- 88	83	- 84½	81¼ - 84½	83¼ - 84¾	84	- 85½	83½ - 84¾	84¾ - 85½	84½ - 85½	83¾ - 84¾	83	- 83½	80¾ - 82½	81	- 84½	...	-	...	-	...	-
Bost. & Maine—Not M.7	...	-	...	-	...	-	...	-	124	- 124	...	-	125¼ - 125¼	...	-	...	-	...	-	...	-	...	-	
Bost. & Al.—Not mort.7	126¾ - 126¾	127¼ - 127¼	125½ - 125½	...	-	...	-	124½ - 124½	...	-	...	-	125	- 125	124½ - 124½	...	-	...	-	...	-	123	- 123	
Boston & Lowell.....	7	...	-	...	120	- 120	...	-	...	-	...	-	120½ - 120½	...	-	...	-	...	-	...	-	...	-	
5s.....	5	...	-	...	...	-	...	-	...	-	...	-	...	-	...	-	104¼ - 104¼	...	-	...	-	...	-	
Bost. Cl. Fitch. & N. B.7	...	-	...	-	...	-	...	-	111	- 111	...	-	...	-	...	-	...	-	...	-	...	-	...	-
Burl. & Mo. River—																								
Land grant.....	7	115½ - 115½	...	-	114	- 114	...	-	...	-	...	-	114¾ - 114¾	114¾ - 114¾	...	-	115	- 115½	115	- 115½	...	-	...	-
In Neb., non-ex. 1st..	6	103¾ - 104	102	- 103½	102	- 103¾	103¼ - 104	103	- 104	103¼ - 104	103	- 103¾	103	- 103¾	103	- 103	102	- 102½	102	- 102	102	- 102½	...	-
In Neb., exempt 1st..	6	114	- 115	...	-	112	- 113	109¾ - 112	...	-	112	- 112	112	- 112¼	112¼ - 112¼	111	- 112	112	- 112½	112½ - 112½	112½ - 112½	...	-	
In Neb., 1910.....	4	84	- 86	84	- 84	82	- 83	81½ - 82	81¾ - 81¾	81¼ - 82	83¼ - 83¼	82	- 83¾	...	-	82½ - 83	82	- 82	82	- 83	...	-	...	-
In Neb., non-ex.....	4	103¾ - 103¾	104	- 104	...	-	...	-	...	-	...	-	...	-	...	-	...	-	...	-	...	-	...	-
Cedar Rap. & Mo. Riv.7	...	-	120¼ - 120¼	...	-	...	-	...	-	111	- 111	...	-	...	-	...	-	...	-	...	-	...	-	
Cheshire	6	...	-	...	...	-	...	-	...	-	...	-	110	- 110	109	- 109	...	-	...	-	...	-	...	-
Chic. B. & Q.—1st, 1903.7	126½ - 126½	...	-	122	- 124¾	124	- 125	126	- 126½	126½ - 128½	126¾ - 128	126¾ - 126¾	126	- 126½	125	- 126	126½ - 126½	125	- 126	126½ - 126½	125	- 126	...	-
Southwest. Div.....	4	...	-	...	...	-	...	-	...	-	...	-	...	-	77	- 78	77½ - 78½	78	- 82¾	...	-	...	-	
1896.....	7	110	- 119	...	-	111½ - 111½	...	-	...	-	...	-	...	-	...	-	...	-	...	-	112	- 112	...	-
1901.....	5	102½ - 102½	102	- 102½	102¼ - 102¼	...	-	...	-	...	-	101	- 101½	103	- 103	...	-	102	- 103	102	- 102	101	- 102	
1895.....	5	105	- 105	105	- 105	102	- 102½	...	-	103¼ - 105	...	-	...	-	100	- 100	...	-	...	-	...	-	...	-
1910	4	87¼ - 88¾	86½ - 87	82¾ - 87	86½ - 87	86½ - 87	86 - 86½	86	- 85½	86	- 85½	86¾ - 86¾	85¾ - 86	84¼ - 84¼	83	- 84½	83	- 84½	83	- 87	...	-	...	-
Chic. Clin. Dub. & M..6	...	-	...	-	...	-	...	-	...	-	...	-	...	-	107	- 107	...	-	...	-	...	-	...	-

RAILROAD BONDS IN BOSTON—1882 CONTINUED.

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BONDS.	JANUARY	FEBR'RY	MARCH.	APRIL.	MAY.	JUNE.	JULY.	AUGUST.	SEPT'BER.	OCTOBER.	NOV'BER.	DEC'BER..
	Low.High	Low.High	Low.High	Low.High	Low. High	Low. High	Low. High	Low. High	Low High	Low. High	Low. High	Low. High
Chic. Mil. & St. P.—												
Wis. Div.....6	.... - ..	.... - ....	96 - 97	96 - 93	98 - 98	100 -100	99 -100½	99¾- 99¾ - - - -
Dubuque Div.....7	104 -105	102 -103	100 -103½	102¼-103	102¾-103½	103¾-104	103¾-104	103¾-103¾	103½-104	102 -103¾	101 -103	101¼-103½
Chic. & Northwest.....5	.... - ..	100 -100	100 -100 - - - - - - - - -
Chic. & W. Mich.....5	95 - 95½	95 - 95	90 - 94	94 - 95	.... - ....	94 - 94	.... - ....	94 - 94	.... - ....	.... - ....	89 - 89 -
Central of Iowa—1st..7	.... - ....	.... - ....	110¾-110¾	.... - ....	.... - ....	.... - ....	.... - ....	.... - ....	.... - ....	85 - 85 - -
Cin. San. & Clev.—1st. 7	101¼-104	103½-103½	100 -101	100 -102	101½-102½	101½-102½	104 -105	104 -105	103½-104½	104½-104½	104¼-104¼	103 -103
Scrip.....	.... - ....	.... - ....	.... - ....	.... - ....	100½-100½ - - - - - - -
Conn. & Passump.—1st 7	115¾-115¾	115 -115	115 -115	114 -114	.... - ....	114 -114	.... - ....	116 -116 - - - -
Connotton Val.—6s.....6	.... - ....	.... - ....	.... - ....	.... - ....	.... - ....	.... - ....	.... - ....	64 - 75	62 - 64	60 - 65	35 - 40 -
1st.....	80 - 90	65 - 87	51 - 69	45 - 52½	50 - 50 - - - - - - -
Straitsville Div. ....7	75 - 80	59 - 75	30 - 47	30 - 35	40 - 40 - - - - - - -
New 5s.....	.... - ....	.... - ....	.... - ....	.... - ....	.... - ....	.... - ....	76 - 76	59 - 09	61 - 61	55 - 59	30 - 30 -
California South.....6	.... - ....	.... - ....	80 - 85	84½- 87	83 - 85	80 - 81	80 - 84	81 - 88¾	81 - 81 - - -
Det. Lans. & No.—1st. 7	118 -118	.... - ....	115½-115½	116½-117½	118 -118	.... - ....	117½-117½	118 -118	118 -118 - - -
Eastern—1906 ....4½	105½-110	107¾-109	105½-107¾	106 -107½	107 -109	107 -110	109¼-110¼	108¾-110½	.... - ....	109 -109 - -
6s.....	.... - ....	.... - ....	.... - ....	.... - ....	.... - ....	.... - ....	.... - ....	.... - ....	109½-110¾	109 -110	108½-110	109 -110½
Ft. Scott & Gulf—1st..7	111¼-112	111 -111¼	110 -110	110½-110½	110¼-110½	110¾-113	112½-112½	111¾-113	112 -112½	110¼-112	110 -110½	110¼-111½
Branch.....	110 -110	109 -109	109 -109	109 -109	.... - ....	.... - ....	110 -110	109¾-109¾	110 -110	107½-107½ - -
Subs.....	.... - ....	.... - ....	.... - ....	.... - ....	100 -100 - - - - - - -
Florence & El Dorado. 7	.... - ....	.... - ....	.... - ....	.... - ....	.... - ....	.... - ....	.... - ....	.... - ....	107 -107 - - -
Hartford & Erie..... 7	62½- 68¾	52¾- 64½	47¼- 54¾	48 - 52¼	47½- 50½	46¾- 52½	50¼- 59	53¼- 55½	57 - 60¼	52¾- 56	44 - 50½ -
Ionia & Lansing—1st. 7	.... - ....	.... - ....	110½-110½ - - - - - - - - -
Iowa Falls & S. City..7	.... - ....	.... - ....	.... - ....	.... - ....	.... - ....	.... - ....	.... - ....	120¼-120¼ - - - -
Illinois Gr. Trunk.....8	.... - ....	.... - ....	.... - ....	.... - ....	.... - ....	.... - ....	.... - ....	.... - ....	.... - ....	113 -113 - -
Jack. Lan. & S.—Con..8	.... - ....	.... - ....	112½-112½	.... - ....	.... - ....	.... - ....	.... - ....	.... - ....	107¾-107¾	.... - ....	100¼-112½	105½-112½
K. C. Top. & W.—1st. 7	117 -118	.... - ....	116½-116½	118¼-118½	119 -120	.... - ....	120 -120	.... - ....	117½-117½	.... - ....	118½-118½ -
Income.....	.... - ....	.... - ....	108 -108	.... - ....	.... - ....	.... - ....	.... - ....	.... - ....	105 -105 - - -
Kal. Al. & Gr. Rap...8	.... - ....	.... - ....	.... - ....	112 -112 - - - - - - - -

RAILROAD BONDS IN BOSTON—1882 CONTINUED.

BONDS.	JANUARY		FEBR'RY.		MARCH.		APRIL.		MAY.		JUNE.		JULY.		AUGUST.		SEPT'BER.		OCTOBER		NOV'BER.		DEC'BER.	
	Low.	High	Low.	High	Low.	High	Low.	High	Low.	High	Low.	High	Low.	High	Low.	High	Low.	High	Low.	High	Low.	High	Low.	High
Kan. C. L. & So.—1st. 6-5	103½	-105½	104	-105½	103½	-104	102	-103½	102	-102½	102½	-102¾	104½	-105	104½	-104½	....	- ....	101	-101½	102	-102¾	103½	-104¾
K. C. St. Jo. & C. B.—1st. 7	115	-119	115	-115½	114½	-115	114¾	-115	113¾	-114¾	112¾	-114	114¾	-115½	115¾	-116	115	-115	113¾	-114	113	-114	113	-114
Lincoln & N. W.—1st. 7	....	- ....	....	- ....	....	- ....	116¾	-116¾	....	- ....	....	- ....	....	- ....	....	- ....	....	- ....	....	- ....	....	- ....	....	- ....
Lynn & Revere B.....6	....	- ....	....	- ....	....	- ....	112	-112	....	- ....	....	- ....	....	- ....	....	- ....	....	- ....	....	- ....	....	- ....	....	- ....
L. Rock & Ft. S.—																								
Land grant 1st.....7	111	-112½	110¾	-112	108¾	-110	107½	-108½	107¼	-109	107	-107½	107¾	-107¾	107¼	-108	107½	-108	107	-107½	105¾	-106	106	-108¾
Mad River.....6	....	- ....	....	- ....	101	-101	....	- ....	....	- ....	....	- ....	....	- ....	....	- ....	....	- ....	....	- ....	....	- ....	....	- ....
Marq. H. & O.—Con. M. 6	102	-103	102½	-102½	100	-100	....	- ....	....	- ....	101	-101½	....	- ..	101½	-101½	....	- ....	101	-101	102	-102	103	-103
1892.....8	....	- ....	....	- ....	114	-114	....	- ....	....	- ....	....	- ....	....	- ....	....	- ....	....	- ....	....	- ....	....	- ....	....	- ....
Maple River.....7	....	- ....	....	- ....	....	- ....	105	-105	....	- ....	....	- ....	....	- ....	....	- ....	....	- ....	....	- ....	....	- ....	....	- ....
Mass. Cen.—1st, 1900. 6	90¾	- 94½	88	- 92½	59¾	- 85	60¼	- 70	45	- 63	40	- 47	39	- 47	40	- 43	39	- 40	35	- 39¾	25½	- 30	26	- 26¾
Mich. Air-Line.....8	....	- ....	....	- ....	....	- ....	115	-115	....	- ....	....	- ....	....	- ....	....	- ....	....	- ....	....	- ....	....	- ....	....	- ....
Mexican Cent., 1911...7	85	- 87	74	- 84	68½	- 86	83¾	- 87¾	84¾	- 89	83½	- 87¾	84	- 88½	84¾	- 86¾	77	- 85½	72¾	- 79¾	65	- 74¾	65¼	- 77¾
Income .. 3	....	- ....	....	- ....	....	- ....	....	- ....	....	- ....	....	- ....	26	- 32	27½	- 29	23½	- 23½	....	- ....	20	- 20	19	- 20½
N. Y. & N. Eng.—1st...6	107	-107½	106¾	-107	99¾	-106¾	103¾	-104¾	103¾	-104¾	102¾	-105	104¾	-106	105	-106	105¼	-106	105¼	-106	103¾	-105¾	104¾	-105¾
1st, 1905.....7	117	-118	115½	-117	110	-115½	113	-114½	113½	-115	113¾	-116¾	116½	-117	116½	-117	116	-116¾	115¼	-116¾	114¾	-116¾	114¾	-116
N. Mex. & So. Pac.—1st. 7	115	-117½	112	-113	110	-113¾	111	-112¾	111¾	-114	113	-113¾	113¾	-115¾	114¾	-115	114¾	-114¾	112½	-114¾	112	-114	112	-114
North. Pacific.....6	93½	-100	93¾	- 97	96	- 98¼	98¾	-100	99	- 99¾	100	-100½	100¾	-103¾	103	-103¾	102¾	-103	102	-102¾	102	-102	101½	-102¾
Nodaway Valley .....7	....	- ....	....	- ....	....	- ....	....	- ....	....	- ....	....	- ....	....	- ....	....	- ....	107	-107	....	- ....	....	- ....	....	- ....
Ogdensb. & L. Ch.—																								
Con., 1920.....6	98	- 98	96	- 98	96	- 96½	....	- ....	96	- 96	97	- 97	93¾	- 94	94	- 95	90	- 93	89	- 91½	....	- ....	....	- ....
Income, 1920....3 & 6	46	- 46	....	- ....	43½	- 45	....	- ....	45	- 43	....	- ....	....	- ....	....	- ....	35	- 35	....	- ....	25	- 25	....	- ....
Old Colony—Not m'rt...6	....	- ....	....	- ....	116¼	-116½	....	- ....	....	- ....	....	- ....	....	- ....	....	- ....	116	-116	117	-117	....	- ....	....	- ....
Omaha Southwest.....8	....	- ....	119	-119	....	- ....	121	-121	....	- ....	....	- ....	....	- ....	....	- ....	....	- ....	....	- ....	....	- ....	....	- ....
Oregon Short L.—Sub. 6s	97½	-103	100	-102½	99¾	-112	112	-114	112	-114	112	-113¾	114	-120	120	-121	120	-120	111	-113	....	- ....	105	-105
6s .....6	....	- ....	....	- ....	97½	-103½	104	-105½	101¼	-104	100¾	-102	101	-103½	102½	-103½	100	-104	98¾	-100½	97½	- 99½	98	- 99
Phil. Wil. & B.—1887. 6	....	- ....	....	- ....	....	- ....	....	- ....	....	- ....	....	- ....	....	- ....	106	-106	....	- ....	....	- ....	....	- ....	....	- ....
Ports. Gt. F. & C.....4½	86	- 87	....	- ....	87	- 87	....	- ....	....	- ....	....	- ....	89¼	- 89¼	....	- ....	....	- ....	85½	- 88½	....	- ....	....	- ....
Pueb. & Ark. V.—1st, g. 7	115	-117	114	-116	111¾	-116	112½	-115	112½	-113½	113½	-114	114	-115¾	114	-115	114¾	-115	113¾	-114¾	112	-114	112¼	-114

RAILROAD BONDS IN BOSTON—1882 CONCLUDED.

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BONDS.	JANUARY	FEBRUARY.	MARCH.	APRIL.	MAY.	JUNE.	JULY.	AUGUST.	SEPT'BER.	OCTOBER.	NOV'BER.	DEC'BER.
	Low, High	Low, High	Low, High	Low, High	Low, High	Low, High	Low, High	Low, High	Low, High	Low, High	Low, High	Low, High
Pullman Pal. Car.—'88.7	.... - ....	.. - ....	... - ....	.... - ....	.... - ....	.... - ..	.... - ....	105 -105 - - - -
Republican Valley.....6	103 -103	... -	103¼-103¼	103½-104	... - ....	.... - ....	104 -104	103 -103	104 -104	102½-102½	102 -102	102¾-102¾
Rutland—2d M., equip.5	.... - ....	.... - ....	.... - ....	.... - ....	70 - 70	71 - 71	71 - 71	70 - 70	.... - ....	70 - 70	.... -	65 - 65
1st mor.....6	101 -102	100 -101	100 -100	100 -100	.... - ....	98½-100	99½-100	99¾-100	99 -100	99 - 99½	96 - 99	96 - 96
Sonora—1st.....7	85 - 90	84 - 86½	84 -108	102½-106¾	102½-104½	102¾-104½	103¾-108¼	105 -108	104¾-107½	104¾-105¼	102 -104¾	103 -104¾
So. Kan. & West.—1st.7	.... - ....	.... - ....	112 -112	.... -	.... - ....	.... - ....	109 -109½	110 -110	110 -110	110 -110	.... - ....	109½-109½
Tol. Cin. & St. L.—Inc...	.... - ....	15½- 15½ - - - - - - - - - -
Tol. Pel. & Bur.—												
Southeast. Div., inc.6	15 - 17	13 - 18½	13 - 22	18 - 19	16 - 17¼	16½- 17½	17 - 22½	... - - - - -
1st, Southeast Div...6	65 - 67½	64½- 70	65 - 73	70½- 73	59½- 70	62 - 66	66 - 71	68 - 69½	63 - 69	52 - 64½	40 - 52	41¼- 45½
Trust certs6	.. - ....	.... - ....	.... - ....	.... - ....	.... - ....	.... - ....	106 -112	.... - ...	104 -104 - - -
Main line, inc.....6	.... - ....	22 - 22	20 - 22	23 - 24	23 - 23	22½- 23	22 - 29	.... - ....	.... - ....	.... -	.... -	11½- 12
C. & St. L.....6	.... - ....	52 - 60	52 - 65	64 - 67	59 - 66½	59 - 65½	65¼- 72	68 - 70	65 - 69¾	52 - 64	40 - 52½	35 - 45
Dayton Div., inc.....6	.... - ....	15¼- 15¼	20 - 21	.... -	16¼- 16¼	16 - 16½	16½- 23¼	21 - 22	18½- 19	.... - ....	9¼- 11	9 - 11½
St. L. & C. Div., inc.6	.... - ....	15½- 15½	12 - 21	17 - 18	15 - 17	13½- 17	16½- 22½	.... - ....	18¼- 18¼ - - -
Dayton Div.....6	.... - ....	.... - ....	.... -	.... -	.... - ....	.... - ....	70¼- 70¼	70 - 75	.... -	56 - 60	54 - 54	43 - 45
Income, branch.....6	.... - ....	.... - ....	.... -	.... -	.... - ....	.... - ....	18½- 21	18½- 21¼	16½- 19¼	12 - 18	9 - 13	8¼- 12
Main line.....6	.... - ....	.... - ....	.... -	.... -	.... - ....	.... - ....	.... -	.... -	65½- 70 - - -
Union Pac.—1st, gold.6	114¼-114¼	114¼-115½	113½-113½	114½-116	115¼-116	116 -116½	116½-117¼	115¼-116½	114 -115½	113 -113½	112¾-113	112¼-114
Laud grant, 1887 ...7	110¼-111	111½-112½	112 -113	112 -112	112½-112½	112 -112¾	113 -113¼	.... - ....	.... - ....	.... -	110 -110	110¼-111
Sinking fund, 3d M...8	119½-120½	119 -119	116 -118½	117 -118¼	119 -119½	118¾-119½	119½-119¾	118½-119¾	118 -118½	117 -117	116 -116	115 -116
Tarkio Valley.....7	.... - ....	.... - ....	.... -	.... -	.... - ....	.... - ....	.... -	.... -	8 - 8 - - -
Verm. & Mass.—1883.6	101 -101	.... - ....	.... -	.... -	101 -101 - - - - - - -
Wichita & S. W.....8	.... - ....	.... - ....	.... -	.... -	.... - ....	.... - ....	108 -108 - - - - -
Wis. Cen.—2d Ser...2-7	.... - ....	45 - 45	43 - 50	45 - 45	45 - 45	45 - 45	45 - 50	47½- 48	50 - 50	43¼- 45¼	42 - 43½	42 - 44
1st Series.....2-5	.... - ....	.... - ....	.... -	.... -	76 - 77	78 - 79	75 - 75	77½- 77½	77 - 79	80 - 80	.... -	77 - 80
Wisconsin Val.—1st...7	114 -114	.... - ....	.... -	.... -	.... - ....	.... - ....	113¾-113¾	.... -	.... -	112 -112½	.... -	112½-112¾
2d Series.....7	48 - 48 - - - - - - - - - - -
Wor. & Nash.—1893...5	.... - ....	.... - ....	.... -	100 -100 - - - - - - - -

RAILROAD BONDS IN BOSTON—1883.

BONDS.	JANUARY		FEBR'RY.		MARCH.		APRIL.		MAY.		JUNE.		
	Low.	High	Low.	High	Low.	High	Low.	High	Low.	High	Low.	High	
Achison & Nebraska.7	....	- ...	120	-129	....	- ....	....	- ....	....	- ....	....	- ...
Ach. Col. & Pac.....6	....	- ....	90	- 91	....	- ....	....	- ....	....	- ....	....	- ....
Ach.Top.&S. Fe-1st.7	121	-121 $\frac{1}{4}$	120	-121 $\frac{1}{2}$	118 $\frac{1}{2}$ -119 $\frac{1}{2}$	117 $\frac{1}{2}$ -120	119	-120	119 $\frac{3}{4}$ -119 $\frac{3}{4}$	119 $\frac{3}{4}$ -119 $\frac{3}{4}$	119 $\frac{3}{4}$ -119 $\frac{3}{4}$	119 $\frac{3}{4}$ -119 $\frac{3}{4}$	
Land grant, 1900 .. 7	113	-113 $\frac{3}{4}$	113	-113 $\frac{1}{2}$	111 $\frac{1}{4}$ -111 $\frac{1}{2}$	111 $\frac{1}{2}$ -112 $\frac{1}{2}$	112	-112 $\frac{1}{2}$	113	-114	113	-114	
Sinking fund, 1911 ..6	101 $\frac{3}{4}$ -102	....	- ....	....	- ....	102	-102 $\frac{1}{2}$	101 $\frac{3}{4}$ -102 $\frac{1}{2}$	101 $\frac{3}{4}$ -101 $\frac{3}{4}$	101 $\frac{3}{4}$ -101 $\frac{3}{4}$	101 $\frac{3}{4}$ -101 $\frac{3}{4}$	101 $\frac{3}{4}$ -101 $\frac{3}{4}$
Mort., 1909	5	....	....	- ....	....	- ....	97 $\frac{1}{2}$ - 97 $\frac{1}{2}$	96 $\frac{1}{2}$ - 96 $\frac{1}{2}$	96 $\frac{1}{2}$ - 96 $\frac{1}{2}$	....	- ....	....
1920.....4 $\frac{1}{2}$	81 $\frac{1}{2}$ - 82	80 $\frac{1}{4}$ - 81	79 $\frac{3}{4}$ - 81	82	- 84 $\frac{3}{8}$	84 $\frac{3}{8}$ - 85	85	- 85	85	- 85	85	- 85	
Plain, 1920.....5	85	- 85	- ....	....	....	- ....	84	- 84	84	- 85	85	- 85
Guar.....7	112 $\frac{1}{2}$ -113	111	-111	110	-112	112 $\frac{1}{2}$ -112 $\frac{1}{2}$	....	- ....	113	-113	113	-113
Atlan. & Pac.—1st, s.f.6	93 $\frac{1}{2}$ - 95	92	- 93 $\frac{1}{2}$	91	- 94	94	- 95 $\frac{1}{2}$	97	- 97	97 $\frac{1}{2}$ - 98	97 $\frac{1}{2}$ - 98	97 $\frac{1}{2}$ - 98	
Income, 1910.....6	18	- 21 $\frac{1}{2}$	18 $\frac{3}{8}$ - 19 $\frac{1}{2}$	17 $\frac{3}{4}$ - 21 $\frac{1}{4}$	20 $\frac{1}{2}$ - 25 $\frac{1}{2}$	23 $\frac{1}{4}$ - 35 $\frac{1}{4}$	33 $\frac{1}{2}$ - 36 $\frac{1}{2}$	33 $\frac{1}{2}$ - 36 $\frac{1}{2}$	33 $\frac{1}{2}$ - 36 $\frac{1}{2}$	33 $\frac{1}{2}$ - 36 $\frac{1}{2}$	33 $\frac{1}{2}$ - 36 $\frac{1}{2}$	33 $\frac{1}{2}$ - 36 $\frac{1}{2}$	
Denver Ext.....4	82 $\frac{3}{4}$ - 83 $\frac{1}{4}$	82 $\frac{1}{4}$ - 83 $\frac{1}{4}$	82 $\frac{1}{2}$ - 83 $\frac{1}{4}$	83 $\frac{1}{4}$ - 83 $\frac{3}{4}$	83 $\frac{1}{4}$ - 83 $\frac{3}{4}$	83 $\frac{1}{4}$ - 84 $\frac{1}{2}$	84 $\frac{1}{4}$ - 84 $\frac{1}{2}$	84 $\frac{1}{4}$ - 84 $\frac{1}{2}$	84 $\frac{1}{4}$ - 84 $\frac{1}{2}$	84 $\frac{1}{4}$ - 84 $\frac{1}{2}$	84 $\frac{1}{4}$ - 84 $\frac{1}{2}$	84 $\frac{1}{4}$ - 84 $\frac{1}{2}$	
Bost. & Maine—Not M.7	....	- ....	....	- ....	....	- ....	122 $\frac{1}{2}$ -122 $\frac{1}{2}$	....	- ....	....	- ....	....
Boston Con. & Mon....7	....	- ....	....	- ....	....	- ....	....	- ....	114	-114	114	-114
Bost. & Al.—Not mort.7	123	-123	....	- ....	....	- ....	120	-120	....	- ....	....	- ....
Boston & Lowell.....5	....	- ....	....	- ....	105 $\frac{1}{4}$ -105 $\frac{1}{4}$	105 $\frac{1}{4}$ -105 $\frac{1}{4}$	105 $\frac{1}{2}$ -105 $\frac{1}{2}$	105 $\frac{1}{2}$ -105 $\frac{1}{2}$	....	- ....	....	- ....
Burl. & Mo. R.—Ld gr.7	115 $\frac{1}{2}$ -116	116	-116	116	-116 $\frac{1}{4}$	116	-116 $\frac{1}{4}$	....	- ....	116 $\frac{3}{8}$ -116 $\frac{3}{8}$	116 $\frac{3}{8}$ -116 $\frac{3}{8}$	116 $\frac{3}{8}$ -116 $\frac{3}{8}$
In Neb., non-ex. 1st..6	102 $\frac{3}{8}$ -103 $\frac{1}{8}$	103 $\frac{1}{2}$ -104	102 $\frac{3}{4}$ -104	102 $\frac{3}{8}$ -102 $\frac{3}{8}$	103 $\frac{1}{8}$ -103 $\frac{1}{4}$	103	-104	103	-104	103	-104	103	-104
In Neb., exempt 1st..6	113	-113 $\frac{1}{2}$	113	-113 $\frac{1}{2}$	113	-113	113	-114	113 $\frac{1}{2}$ -113 $\frac{1}{2}$	110	-112	110	-112
In Neb., 1910.....4	81 $\frac{3}{4}$ - 83	80 $\frac{1}{2}$ - 81	80	- 80 $\frac{1}{2}$	-	80 $\frac{1}{4}$ - 80 $\frac{1}{2}$	80	- 80 $\frac{1}{2}$	80	- 80 $\frac{1}{2}$	80	- 80 $\frac{1}{2}$
Cedar Rap. & Mo. Riv.7	....	- ....	122 $\frac{3}{4}$ -122 $\frac{3}{4}$	....	- ....	120 $\frac{3}{4}$ -121	....	- ....	....	- ....	....	- ....
Cheshire.....6	....	- ....	....	- ....	109 $\frac{3}{4}$ -109 $\frac{3}{4}$	....	- ....	....	- ....	....	- ....	....
Chic.B.&Q.—1st, 1903.7	126	-126 $\frac{1}{2}$	125	-127	124	-125	125 $\frac{1}{2}$ -125 $\frac{1}{2}$	125 $\frac{1}{2}$ -125 $\frac{1}{2}$	....	- ....	....	- ....
Southwest. Div.....4	80 $\frac{1}{2}$ - 81	79 $\frac{3}{4}$ - 80	79 $\frac{1}{4}$ - 80	79	- 80	79	- 80	79	- 80	79	- 80	79	- 80
1896.....7	....	- ....	112	-112 $\frac{1}{4}$	....	- ....	....	- ....	....	- ....	....	- ....
1895.....5	....	- ....	....	- ....	....	- ....	102	-102	102	-102	....	- ....
1910	4	85 $\frac{1}{8}$ - 86 $\frac{1}{4}$	85 $\frac{1}{8}$ - 86	86	- 87	86 $\frac{1}{4}$ - 86 $\frac{1}{8}$	86 $\frac{1}{8}$ - 86 $\frac{1}{4}$	84	- 86 $\frac{1}{2}$	84	- 86 $\frac{1}{2}$	84	- 86 $\frac{1}{2}$
Dayton Div.....7	....	- ....	11 $\frac{1}{8}$ - 11 $\frac{1}{8}$	....	- ....	....	- ....	....	- ....	....	- ....	....
Ch.M.&St.P.—Du.Div.7	102 $\frac{1}{4}$ -103	-	102	-104	102	-102 $\frac{3}{4}$	102 $\frac{3}{4}$ -103 $\frac{1}{4}$	103	-103 $\frac{1}{2}$	103	-103 $\frac{1}{2}$	

RAILROAD BONDS IN BOSTON—1883 CONTINUED.

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BONDS.	JANUARY		FEBR'RY.		MARCH.		APRIL.		MAY.		JUNE.	
	Low.	High	Low.	High	Low.	High	Low.	High	Low.	High	Low.	High
Chic. & W. Mich.....5	89	- 89	....	- ....	- ....	....	- ....	88	- 88	87¾	- 88	
Cin. San. & Clev.—1st. 7	103	-103¾	103	-104	103	-103	102½-102½	103	-103	102¼-102½		
Conn. & Passump.—1st 7	....	- ....	....	- ....	116	-116	116	-116	....	- ....	....	- ....
Connotton Val.—6s.....6	34	- 34	33½- 33½	....	- ....	20	- 20	....	- ....	22	- 22½	
New 5s.....5	32	- 32	31	- 31	....	- ....	20	- 23½	22	- 22¼	22	- 31
California South.....6	65	- 65	61	- 61	....	- ....	....	- ....	....	- ....	....	- ....
Det. Laus. & No.—1st. 7	117½-119	....	- ....	....	- ....	117½-118	118	-118	....	- ....	....	- ....
Eastern—1906 .. .. .6	109	-110¼	109½-110¼	109½-113½	111½-112¾	1103½-111¾	110	-110½				
Fitchburg.....7	....	- ....	- ....	- ....	- ....	123	-123	....	- ....	....	- ....
Ft. Scott & Gulf—1st...7	111½-112½	112	-112¾	111	-112	111	-111¾	111½-112	112	-112½		
Fremont & Elk Horn. 7	102	-102	....	- ....	102	-102	....	- ....	-	-	....	- ....
Hartford & Erie.....7	51½- 51½	....	- ....	46	- 46	45½- 45½	35½- 35½	....	-	....	- ....
Iowa Falls & S. City.. 7	....	- ....	- ....	120	-120	119¾-120	....	- ....	120¼-120¼			
Jack. Lan. & S.—Con. 8	....	- ....	- ....	....	- ....	113¾-113¾	....	- ....	....	- ....	....	- ....
K. C. Top. & W.—1st. 7	118	-118	118	-118	118	-118	117½-117½	....	- ....	117½-117½		
Kan. C. L. & So.—1st. 6-5	105	-105¼	104½-104½	104½-104½	104	-105	104	-105	103	-103¾		
Kan. C. Sp. & Mem....6	....	- ....	- ....	....	- ....	85	- 87½	84½- 85				
K. C. St. Jo. & C. B.—1st. 7	113¼-114	112	-113¾	109¾-111	110½-112	111½-112	111½-111¾					
Leav. Top. & So. W.... 4	72	- 75	73	- 73	....	- ....	....	- ....	....	- ....	....	- ....
L. Rk. & Ft. S.—L. g. 1st 7	95	-106	92½- 95	88	- 92½	92	- 92	89	- 92	89½- 90		
Marq. H. & O.—Con. M. 6	....	- ....	- ....	100	-101½	....	- ....	99¼-100				
Mass. Cen.—1st, 1900. 6	25½- 26	20	- 25	20	- 25	24¼- 25½	....	- ....	....	- ....	....	- ....
Mexican Cent., 1911... 7	70½- 74¾	70¼- 75¼	71	- 73½	72	- 75	67½- 72¼	67½- 71				
Income 3	21	- 21½	20	- 22½	20	- 22	19½- 21¾	19	- 19¾	18¾- 19¾		
N. Y. & N. Eng.—1st. . 6	104¾-106¼	105	-106	104¾-106	104½-106½	102	-104½	102¼-105¾				
1st, 1905 7	115½-116	114¾-115½	114½-114¾	113	-114¾	109¾-112¼	111¼-114½					
N. Mex. & So. Pac.—1st. 7	113½-113¾	113	-113¼	111½-112¼	112¾-113½	112¾-113½	113½-114¼					
North. Pacific.. .. . 6	102¼-102¾	102½-103	102¾-103½	103¾-104½	104½-104½	103¾-105½						
Ogd. & L. C.—Con., 1920 6	90	- 96	98	- 98	....	- ....	....	- ....	....	- ....	....	- ....

BONDS.	JANUARY	FEBR'RY.	MARCH.	APRIL.	MAY.	JUNE.
	Low.High	Low.High	Low.High	Low.High	Low.High	Low.High
Ogdensb. & L. Champ.—						
Income, 1920 .....3-6	30 - 35 - - - - -
Old Colony—Not mort...6	.... - ....	.... - ....	117 -117	117 -117 - -
Not mort.....7	.... - ....	.... - ....	123 -123	124 -124 - -
Oregon Short L.....6	97 - 98	93½- 96½	94½- 95½	95½- 99¼	96½- 98¾	97 - 98
Oregon & Tr.-Con....6	.... - ....	.... - ....	91 - 91	.... - ....	.... - ....	96¼- 96¼
Ports. Gt. F. & C.....4½	85 - 86	84 - 84	83 - 83 - - -
Pueblo & Ark. V. 1st..7	113¼-114	112½-113½	112 -113	112¾-113½	113¾-114	113¾-114½
Republican Valley....6	.... - ....	102¾-103	102 -104	102 -102 - -
Rutland—2d M., equip.5	.... - ....	63 - 63	64½- 64½	64 - 65	63 - 63 -
1st mort.....6	96 - 97	.... - ....	96 - 96	95½- 95½	95 - 95½	94 - 94¾
Sonora—1st.....7	104¾-105¾	103½-105¼	102¾-103¾	102¾-103¾	103 -103¾	103 -103¾
So. Kan.& West.—1st.7	109½-109¾	109½-109¾	109½-109¾	.... - ....	110 -110	109½-109¾
Tol. Del. & Bur.—						
1st, Southeast Div...6	47¼- 51½	47¾- 50½	38 - 38 - - -
Main line, inc.....6	11 - 11½	13 - 13½	.... - ....	12¾-12¾ - -
C. & St. L....6	40¼- 47	40 - 45	30 - 40	47 - 47	40¼- 40¾	45 - 45
Dayton Div., inc.....6	.... - ....	.... - ....	10½- 10½ - - -
Dayton Div.....6	.... - ....	40 - 41	40 - 40 - - -
Income, branch .....6	10½- 13	10¾- 13½	10½- 10½	10½- 12½	10½- 12	10½- 12
Main line.....6	45 - 45 - - - - -
Union Pac.—1st, gold..6	113 -113¾	112½-113	112½-113	112¾-113	112¾-113	112½-112½
Land grant, 1887 ....7	.... - ....	106¾-106¾	.... - ....	107 -107¾	106¾-106¾	109¼-110
Sinking fund, 3d M...8	115¼-116¾	115 -115	114 -116½	115¼-116	114½-115½	114¾-115½
Wichita & S. W.....7	105 -105 - - - - -
Wis.Cen.—2d series.2-7	40½- 40½	42 - 49½	50 - 55	50 - 52	49 - 49½	50 - 50
1st series2-5	79 - 79½	78 - 79½	80 - 81	81½- 81½	81¾- 81¾ -
Wisconsin Val.—1st...7 - - - -	110¼-110¼ -

RAILROAD STOCKS IN BOSTON—1882.

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STOCKS.	JANUARY	FEBR'RY.	MARCH.	APRIL.	MAY.	JUNE.	JULY.	AUGUST	SEPT'BER.	OCTOBER.	NOV'BER.	DEC'BER.
	Low. High	Low. High	Low. High	Low. High	Low. High	Low. High	Low. High	Low. High	Low. High	Low. High	Low. High	Low. High
Atlantic & Pac. Blocks.	.... - ....	.... - ...	105 -112½	100 -106	103 -109	108 -111¾	110 -112¼	107½-110¼	105 x112	105 -106¾	100¾-105¾	102 -104½
Arch. Top.&Santa Fe ..	x85½- 93½	81 - 89	72¾- 92¾	x85¾- 92	85 - 88¾	82¼- 88	87¾- 95	93½- 95¾	92¼- 95½	86½- 92¾	82 - 87	84½- 89
Rights.....	.... - ....	1 - 10 - - - - - - - - - -
Boston & Albany.....	162¼-166½	166½-168½	x161-x168	160 -170¼	165 -169	x164-167	165 -168	166½-172	170 -175	171 -175	172½-175½	x171¾-174
Bost. Clint. F. & N. B....	.... - ...	45 - 50	48 - 60	59 - 68	64 - 64	60 - 65	64 - 65	59 - 63¾	58 - 58	56 - 57 - -
Pref.....	.... - ....	129 -129	130 -130	130 -130	130 -130	.... - ....	132½-132½	131 -132½	.... - ....	.... - ....	132 -133	133 -135
Boston & Lowell.....	102 -105	100 -105	100¾-101¼	101 -102½	102 -103½	102 -103½	102½-102¾	102 -103	102 -112	99¼- 99¼	98 -100	98 -103
Boston & Maine.....	144 -147	145 -146	139¾-145½	144½-147¼	143 -145	143½-148½	147¾-148½	146¾-150	151 -158	x153-156	146½-154	146½-149½
Boston & Providence...	162 -163	163 -166	166¼-166¼	161 -164	163½-166	157 -166½	158 -160	159 -160	160 -161	158 -160	160 -161	160 -161
Blocks.....	.... - ....	.... - ....	75 -150	110 -120	109¾-110 - - - - - - -
California South. rights	15 - 25	.... - ....	.... - ....	.... - ....	.... - ....	.... - ....	25 - 28	22 - 22	20 - 20 - - -
Cambridge.....	120 -120	120 -120	.... - ....	112 -113	111 -111¾	.... - ....	.... - ....	100 -100	.... - ....	102 -102	100¾-102	85 - 97
Cedar Rap. & Mo. Riv. ....	.... - ....	.... - ....	.... - ....	105½-105½	.... - ....	.... - ....	.... - ....	.... - ....	109 -109	.... - ....	.... - ....	103 -105½
Central Iowa.....	32 - 35½	33½- 34	29 - 34¾	32½- 33¾	33 - 33	.... - ....	27¾- 30	.... - ....	30 - 34¼	31 - 34¾	28 - 34	28 - 35
2d pref.....	.... - ....	49½- 49½	.... - ....	.... - ....	.... - ....	.... - ....	.... - ....	50 - 50 - - - -
Cheshire, pref.....	.... - ....	58 - 59	.... - ....	59 - 59	.... - ....	.... - ....	.... - ....	60½- 60½	.... - ....	60½- 61	.... - ....	63 - 63
Chic. Burl. & Quincy....	133 -137¾	x29½ 136¼	128 -135¾	128¾-134¼	129¾-133¾	127½-131¾	127½-135	134 -140¾	131¾-136¾	129 -133¾	121¾-132¾	122½-130¾
Rights.....	.... - ....	.... - ....	.... - ....	.... - ....	.... - ....	.... - ....	247- 317 - - - - -
Chic. & East. Ill.....	113½-113½ - - - - - - - - - - -
Chic. Iowa & Nebraska	148 -150	.... - ....	145 -145	147½-147½ - - - - - - - -
Chic. & West Mich.....	77 - 82½	.... - ....	66 - 76	71 - 72½	70 - 70	67 - 69	65 - 70	68 - 69	65 - 67	67 - 67	.... - ...	60 - 60½
Cin. Sand. & Cleveland.	25¼- 28½	23½- 26	21 - 27¼	24¼- 26¼	24 - 27¾	24½- 27	26½- 29½	27¼- 28¾	27 - 28¾	26 - 30½	24¾- 29½	24 - 26
Concord.....	100 -100	100 -100¼	.... - ....	100½-100½	x97½- 98	98 - 95¾	.... - ....	.... - ....	.... - ....	.... - ....	101½-101½	102 -102
Conn. & Passumpsic.....	.... - ....	92 - 93	92 - 92	91 - 91	89 - 90	92 - 92	92 - 95	92 - 95	93½- 95	93 - 95	90 - 93 -
Connecticut River.....	165 -165	165 -165	165 -168	165 -165	.... - ....	.... - ....	167 -167½	158 -160¼	160 -160	.... - ....	164½-164½ -
Connotton Valley.....	18 - 19¼	6½- 18	5 - 9	5 - 7	6¾- 7¾	6¾- 7½	7 - 9½	7 - 8½	7½- 7¾	4¾- 7½	3¾- 4 -
Pref....	.... - ....	.... - ....	.... - ....	.... - ....	.... - ....	.... - ....	.... - ....	10 - 22½	.... - ...	6 - 12¼	6 - 6 -
Detroit Lan. & No.....	.... - ....	.... - ....	.... - ....	.... - ....	.... - ....	.... - ....	75 - 75	.... - ...	77½- 77½	70 - 70	75 - 75	75 - 78
Pref.	116 -117	x12½ 112½	112½-112½	.... - ....	113 -113	.... - ....	.... - ....	.... - ....	.... - ....	112 -112 - -

RAILROAD STOCKS IN BOSTON—1882 CONTINUED.

STOCKS.	JANUARY	FEBR'RY.	MARCH.	APRIL.	MAY.	JUNE.	JULY.	AUGUST.	SEPT'BER.	OCTOBER.	NOV'BER	DEC'BER.
	Low. High	Low. High	Low. High	Low. High	Low. High	Low. High	Low. High	Low. High	Low. High	Low. High	Low. High	Low. High
Eastern (Mass.).....	34 - 37½	33 - 35½	33 - 38	37 - 44½	36 - 40	35½ - 44½	42½ - 49¼	42 - 47	43¼ - 46	38½ - 43½	30 - 38½	32 - 35¾
Eastern in N. H.....	- - -	- - -	- - -	- - -	94 - 94	- - -	- - -	- - -	- - -	- - -	92 - 92	- - -
Fitchburg.....	132 - 134¼	134½ - 135½	125 - 135½	124¼ - 126	127 - 128½	x124½ - 129	126½ - 131¼	131 - 132½	130 - 131	130 - 131	132 - 135	130 - 132¼
Flint & Pere Marquette.	22 - 24½	22 - 23	20 - 26	23½ - 25½	22½ - 25	21 - 24	23 - 25	22 - 24	20¾ - 22¾	20½ - 22½	16¼ - 22	20 - 23½
Pref.....	92 - 95½	92½ - 95	90¾ - 98	95 - 97	95¾ - 97	96 - 97	x93 - 90	95 - 96	94¾ - 96	94½ - 97¼	96 - 98	95 - 103
Fort Scott & Gulf.....	78 - 82	75 - 75	70 - 75	77 - 77	70 - 70	69½ - 70	70 - 80	78 - 85	83 - 85	- - -	74 - 78	74 - 85
Pref.....	125 - 125	x119 - 121	120½ - 123	120 - 120	120 - 120	121¾ - 122	125 - 125	124½ - 124½	115 - 125	124 - 124	120 - 120	- - -
Iowa Falls & Sioux C... Little Rock & Ft. Smith	83 - 84½	x78¾ - 84	74¾ - 82	80 - 91¼	87½ - 92	88 - 90¼	89½ - 92½	91 - 96	90 - 93	87½ - 90¾	86 - 90	87 - 90
L. Rk. Miss. Riv. & Tex	61½ - 70	55¾ - 65¼	46½ - 57	47½ - 52¾	47½ - 53	45 - 48½	52 - 58½	52 - 57	52¼ - 60	48 - 53	44 - 50	46½ - 49½
Louis. & Missouri Riv.	39 - 39	- - -	40 - 40	- - -	- - -	- - -	- - -	- - -	- - -	- - -	- - -	- - -
Pref.....	14 - 14	13 - 16	15 - 24	15½ - 19	- - -	13 - 15½	10 - 19½	12 - 15	- - -	- - -	- - -	- - -
Maine Central.....	35 - 35	- - -	30 - 38	31 - 36	32½ - 32½	30 - 30	28 - 35	29 - 30	- - -	- - -	- - -	- - -
Manch. & Lawrence	38 - 38	38 - 42	46 - 46	50 - 60½	58 - 63	63 - 72	65 - 74¾	70 - 73¼	74 - 85	85 - 86	80 - 80	70 - 79¾
Mar. Hought. & Onton.	- - -	166½ - 166½	- - -	- - -	- - -	- - -	- - -	- - -	- - -	- - -	- - -	- - -
Pref.....	60 - 63	54½ - 60	50 - 71¼	63 - 69¼	61¼ - 66	60 - 72	70 - 76	73 - 78½	69 - 74½	65½ - 69	58 - 70	62¼ - 72½
Massachusetts Central.	116 - 119½	111 - 111	110 - 119½	- - -	116 - 117	118½ - 120	120 - 125¼	119 - 122½	118 - 119	- - -	112 - 117	17 - 119
Metropolitan.....	- - -	18 - 19	0 - 18	8 - 19	6¾ - 12	4¼ - 7¼	2¾ - 7	4 - 5½	4¼ - 5	5 - 6	3½ - 4	3 - 3¾
Mexican Central—	75½ - 77	74¾ - 76½	70 - 76¼	75 - 76	74 - 75	76 - 76	75 - 76	74¾ - 74¾	75 - 75¼	74 - 74½	75 - 76½	74¾ - 75
Blocks.....	109 - 110	109 - 109	- - -	- - -	113 - 118	110½ - 115	114 - 123¼	119 - 123¼	119 - 120	- - -	- - -	- - -
New series, No. 3.....	91 - 94	87½ - 93	87 - 105½	105½ - 115	106½ - 110	105 - 110	104¾ - 112	107 - 110	105 - 106½	95 - 101¼	85 - 96	89 - 96
Stock, No. 1.....	- - -	- - -	- - -	- - -	- - -	- - -	20½ - 32¼	27½ - 30	21 - 28½	19 - 23¾	20 - 20	19 - 23
Michigan Central.....	- - -	- - -	80½ - 85½	79 - 79	- - -	- - -	95½ - 98½	98 - 98	102 - 103	101½ - 102	- - -	- - -
Middlesex.....	- - -	120 - 120	- - -	- - -	- - -	- - -	- - -	114¼ - 114¼	- - -	- - -	- - -	103 - 103
Mil. L. Sh. & W., pref.	- - -	- - -	- - -	- - -	- - -	- - -	- - -	56½ - 56½	- - -	- - -	- - -	- - -
Nashua & Lowell.....	- - -	- - -	150 - 150	150 - 150	- - -	- - -	- - -	- - -	- - -	- - -	- - -	- - -
Nashua & Rochester.....	- - -	- - -	- - -	54¾ - 54¾	- - -	- - -	- - -	- - -	- - -	- - -	- - -	- - -
New York & New Eng'd	57½ - 64	50 - 59	43 - 52¼	45 - 50	44½ - 48½	45 - 50½	48¾ - 59¼	51½ - 55½	52¾ - 60	51 - 55½	43¾ - 52	46½ - 50
Rights.....	- - -	- - -	- - -	- - -	- - -	- - -	- - -	62½ - 135	- - -	- - -	- - -	- - -

RAILROAD STOCKS IN BOSTON—1882 CONCLUDED.

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STOCKS.	JANUARY	FEBR'RY.	MARCH.	APRIL.	MAY.	JUNE.	JULY.	AUGUST.	SEPT'BER.	OCTOBER.	NOV'BER.	DEC'BER.
	Low. High	Low. High	Low. High	Low. High	Low. High	Low. High	Low. High	Low. High	Low. High	Low. High	Low. High	Low. High
Northern.	104 -109	107 -109	108½-109½	109 -110	108 -108	108 -109	108½-109	109 -111	111 -111¾	111 -111¼	.... - ...	107¾-109
Norwich & Worcester..	155 -155	153 -153	154 -154	156 -159	159 -160	... - ....	.... - ....	.... - ....	159¾-160	159½-160	160 -160 -
Ogd. & Lake Champlain	.... - ....	30 - 36¼	35 - 35	34 - 34	30 - 37	36 - 36 - - - - - -
Old Colony.	124 -126	124 -126¼	125 -130¼	128¼-133	132 -133¼	x31½-135	131½-134	132 -134½	133 -139	135 -139	136½-138¼	x134-137½
Oregon Ry. & Nav. Co.	134 -134 - - - - - - - - - - -
Rights.	14 - 13¼	.... - ....	.... - ....	.... - ....	.... - ....	.... - ....	.... - ....	.... - ....	.... - ....	.... - ....	.... - ....	10½- 13
Oregon Short Line.....	.... - ....	.... - ....	.... - ....	.... - ....	.... - ....	.... - ....	120 -120 - - - - -
Philadel. Wil. & Balt...	2 - 64	64 - 64	64 - 64	62 - 63½	62 - 62	.... - ....	62 - 62	.... - ....	.... - ....	64 - 64	64 - 64	x62 - 64
Ports. Gt. F. & Conway.	.... - ....	.... - ....	.... - ....	25 - 27	.... - ....	25 - 30	30 - 34½	.... - ....	27½- 27½	.... - ....	.... - ....	87 - 87
Portl. Saco & Portsm...	.... - ....	113½-113½	114 -115	115 -116	115 -116	.... - ....	115 -115	113½-113½	110 -111	111 -112½	112½-112½	113¼-113¼
Pullman Pal. Car.	126 -145	126 -141	122½-129	125 -127½	120 -126	119 -125	125 -131	129½-135	129½-135	127 -130	123 -127	122½-125½
Rights. ....	.... - ....	5 - 6½	6 - 6¼ - - - - - - - - -
Revere Beach & Lynn	122 -122	.... - ....	124 -124	.... - ....	.... - ....	127 -127	.... - ....	.... - ....	.... - ....	110 -117	116 -117	117 -117
Rights.. ....	.... - ....	.... - ....	.... - ....	.... - ....	.... - ....	.... - ....	.... - ....	2½- 3½ - - - -
Rutland.	4½- 5	3½- 4¾	4 - 4	3¼- 4¾	4 - 4½	4½- 4½	3¼- 3½	3½- 3½	3¾- 3¾	3½- 3½	2½- 2½ -
Pref.	26 - 28	x23 - 27	23 - 25	24 - 25	24 - 25	22 - 24½	24¾- 26	22 - 25¾	23½- 23½	21 - 22	17 - 21	20 - 21
Sonora.	15 - 27	23 - 25	25 - 40½ - - - - - - - - -
St. Johnsb. & Lake Ch.	.... - ....	.... - ....	.... - ....	.... - ....	.... - ....	.... - ....	.... - ....	.... - ....	2¾- 2¾ - - -
Pref. ....	.... - ....	.... - ....	.... - ....	.... - ....	.... - ....	.... - ....	.... - ....	.... - ....	12 - 12 - - -
Summit Branch.....	12½- 14	12 - 13	10 - 12	12 - 12½	11 - 11½	8 - 12½	11¾- 16½	14 - 14	11½- 13½	10¼- 11	8 - 10	8 - 8½
Toledo Cin. & St. Louis	.... - ....	.... - ....	.... - ....	6½- 7½	5½- 7	5 - 7	6½- 9½	8 - 9	7½- 8¼	5½- 7½	3¾- 5½	3¾- 5½
Toledo Del. & Burl....	5½- 8¾	5¾- 7¾	5¾- 8¼	7¼- 7½ - - - - - - - -
St. Louis & Cin. Div..	.... - ....	.... - ....	5½- 8	7¼- 7½ - - - - - - - -
Union Pacific.	115½-120	111½-119¾	111 -116	109¾-115½	111¼-114¾	x106¾-113¾	111 -118	114½-119	x110½-18¾	105½-108¾	101 -108	98¼-105¼
Vermont & Mass.....	133½-134	134 -134	135 -136	.... - ....	134¼-135	134 -134	.... - ....	134 -134	.... - ....	131¼-132	130¾-132	131 -131
Wisconsin Central.....	18 - 22	16 - 19¾	12½- 19½	16½- 19½	15¼- 18	12½- 16	16 - 19¼	16½- 17½	16½- 21¼	16¾- 19	13 - 16¾	13½- 16¼
Pref. ....	.... - ....	31 - 31	.... - ....	.... - ....	.... - ....	25 - 25	30 - 30	30 - 30½	32 - 33 - - -
Worcester & Nashua..	56½- 58½	58 - 60	55¾- 56	57 - 60	56 - 58	.... - ....	.... - ....	58 - 59	58 - 59	59 - 60	58 - 59	58 - 58½

RAILROAD STOCKS IN BOSTON—1883.

STOCKS.	JANUARY		FEB'R'Y.		MARCH.		APRIL.		MAY.		JUNE.	
	Low.	High	Low.	High	Low.	High	Low.	High	Low.	High	Low.	High
Atlantic & Pac. Blocks.	101 $\frac{3}{4}$	102 $\frac{1}{2}$	102	-104 $\frac{3}{8}$	101 $\frac{1}{2}$	-102	106 $\frac{1}{2}$	-109 $\frac{3}{4}$	109 $\frac{3}{4}$	-117 $\frac{3}{8}$	117	-119 $\frac{1}{2}$
Atch. Top. & Santa Fe ..	82 $\frac{3}{8}$	-86 $\frac{1}{4}$	78 $\frac{3}{8}$	-82 $\frac{1}{4}$	78 $\frac{3}{8}$	-83 $\frac{3}{4}$	x82 $\frac{1}{4}$	-86	81 $\frac{1}{2}$	-84 $\frac{1}{4}$	82 $\frac{1}{4}$	-84 $\frac{1}{4}$
Boston & Albany.....	172 $\frac{3}{4}$	-175	174	-176 $\frac{1}{4}$	x174	-x176	174	-184 $\frac{1}{4}$	180	-183 $\frac{1}{2}$	x178	-183 $\frac{1}{2}$
Bost. Clint. F. & N. B...	56	-58	55	-55	56	-56	....	-....	....	-....	....	-....
Pref.....	135	-135	132 $\frac{1}{2}$	-132 $\frac{1}{2}$	133 $\frac{3}{4}$	-133 $\frac{3}{4}$	....	-....	....	-....	....	-....
Boston & Lowell.....	100	-102 $\frac{1}{2}$	89	-100	91	-96 $\frac{3}{4}$	96	-98	96 $\frac{1}{2}$	-100	100	-100 $\frac{1}{2}$
Boston & Maine.....	148 $\frac{3}{4}$	-152	150	-156	152 $\frac{1}{2}$	-163	161 $\frac{1}{2}$	-167	154	-162	156	-160
Boston & Providence...	160 $\frac{1}{4}$	-162	160 $\frac{1}{2}$	-162	162	-164 $\frac{1}{2}$	164 $\frac{1}{2}$	-165 $\frac{1}{2}$	164	-165	163 $\frac{3}{4}$	-165 $\frac{1}{2}$
California Southern.....	9	-10	....	-....	....	-....	....	-....	....	-....	....	-....
Cambridge.....	84	-95	94 $\frac{1}{2}$	-96	....	-....	....	-....	80	-83	85	-87
Cedar Rap. & Mo. Riv..	107	-107	104	-104	....	-....	105 $\frac{1}{4}$	-105 $\frac{1}{4}$	102	-102	....	-....
Central Iowa.....	24	-25 $\frac{1}{2}$	..	-....	....	-..	25	-26	....	-....	....	-....
2d pref.....	26	-26	....	-....	....	-....	....	-....	25	-25	....	-....
Cheshire, pref.....	60	-60	59 $\frac{7}{8}$	-60	....	-....	59	-59	....	-....	....	-....
Chic. Burl. & Quincy...	120 $\frac{1}{4}$	-125 $\frac{3}{4}$	116	-122 $\frac{1}{4}$	116 $\frac{7}{8}$	-125	124	-129	x121	-126 $\frac{1}{2}$	122 $\frac{1}{2}$	-125 $\frac{3}{4}$
Chic. Iowa & Nebraska	144	-144	....	-....	145	-145	150 $\frac{1}{2}$	-150 $\frac{1}{2}$	....	-....	153	-153
Chic. & West Mich.....	60	-62	61	-62	55	-55	53	-56	50	-52 $\frac{1}{2}$	52	-52
Cin. Sand. & Cleveland.	24	-24 $\frac{1}{2}$	22	-23	24 $\frac{1}{2}$	-25	23	-24 $\frac{1}{2}$	19	-20 $\frac{1}{2}$	21 $\frac{3}{4}$	-21 $\frac{3}{4}$
Col. Springt. & Cincin..	87 $\frac{1}{4}$	-11	....	-....	....	-....	....	-....	....	-....	11	-11
Concord.....	100 $\frac{1}{2}$	-102	101	-102	101 $\frac{1}{2}$	-101 $\frac{1}{2}$	....	-....	....	-....	100	-100
Conn. & Passumpsic....	90	-91	90	-90	83 $\frac{1}{2}$	-86	87	-88	87	-87	86	-86
Connecticut River.....	163	-163	163 $\frac{1}{2}$	-163 $\frac{1}{2}$	....	-....	167	-167	167	-167 $\frac{1}{4}$	....	-....
Connotton Valley	3	-3 $\frac{3}{4}$	3	-3 $\frac{3}{8}$	2 $\frac{1}{2}$	-2 $\frac{1}{2}$	1 $\frac{1}{2}$	-2 $\frac{1}{2}$	2	-2 $\frac{1}{2}$	2	-3 $\frac{1}{4}$
Pref.....	....	-....	....	-....	....	-....	3	-3 $\frac{1}{2}$	3 $\frac{1}{4}$	-3 $\frac{1}{2}$	3	-4 $\frac{5}{8}$
Detroit Lan. & No.....	..	-....	78 $\frac{1}{4}$	-81	78	-78 $\frac{1}{4}$	80	-80	82	-82	....	-....
Pref. .	113	-113	113	-113	112	-112	112	-113	113	-113	....	-....
Eastern (Mass.).....	35	-41 $\frac{1}{4}$	40	-48	44	-51 $\frac{1}{2}$	45	-48	40	-45 $\frac{1}{2}$	40 $\frac{1}{2}$	-43
Eastern in N. H.....	88	-88	....	-....	92	-92	....	-....	....	-....	90	-90 $\frac{1}{4}$
Fitchburg.....	112	-125	116	-120	118	-120 $\frac{1}{4}$	121	-125 $\frac{1}{2}$	123	-126 $\frac{3}{4}$	125	-127 $\frac{1}{2}$

RAILROAD STOCKS IN BOSTON—1883 CONTINUED

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STOCKS.	JANUARY	FEBR'RY.	MARCH.	APRIL.	MAY.	JUNE.
	Low. High	Low. High	Low. High	Low. High	Low. High	Low. High
Flint & Pere Marquette.	21½- 28	25 - 27½	25 - 26	25 - 25¾	24 - 25	25 - 29¼
Pref.	99 -100	97¾- 99½	98 - 99	98½- 99½	99 -101½	x01½-106½
Fort Scott & Gulf.	82¼- 82¼	x78 -x80	75 - 75	.... -	78 - 78 -
Pref.	120 -121	x120-124	120 -120	118 -120	121 -121¾	121¼-121¼
Rights.	2 - 5 - - - - -
Iowa Falls & Sioux C.	88½- 89½	x85¾ 89	84½- 85¼	83½- 85	80¼- 84	82 - 83
Kan.C.Sp.&Mem. Blks	101 -102	100½-101½	.... - ....	99¾- 99¾	100 -100 -
Stock. ....	.... - ....	.... - ....	.... - ....	.... - ....	20 - 20 -
Little Rock & Ft. Smith	34 - 41	32 - 37	31 - 32	30 - 32½	25 - 25	6 - 30
Louis. & Missouri Riv.	11 - 137½	10 - 13	12 - 13½	13¾- 16½	13 - 13½	13 - 15
Pref.	30 - 30	.... - ....	23½- 27	30 - 36½	33 - 33	32 - 35
Maine Central.	80 - 87½	89 - 89	85¾- 85¾	89½- 93	90 - 90 -
Mar. Hought. & Outon.	66 - 85	56½- 70	53 - 57	49½- 57½	44 - 50	45 - 50
Pref.	115 -124½	112½-114¾	.... - ....	110 -111	104 -108	100½-104½
Rights.	4 - 5	4¾- 5 - - - -
Massachusetts Central.	3 - 4	3 - 3½	2½- 3½	3¼- 3½	2 - 3	1½- 1½
Metropolitan.	71½- 73½	68 - 73	67½- 70	67 - 72½	71 - 73	71 - 72½
Mexican Central—						
New series, No. 3 ..	95 - 98	93½- 95¾	91¾- 95	92½- 98	90 - 91 - .
Stock, No. 1.	20 - 21	20 - 22	19 - 21½	19 - 21½	17 - 19½	17¼- 19
Michigan Central.	99¼- 99¼ - - - - -
Middlesex.	109 -103	100½-101	100½-101	.... - ....	103 -103 -
Nashua & Rochester. ....	.... - ....	.... - ....	.... - ....	54 - 54	53¾- 53¾ -
New York & New Engl'd	47½- 52¾	45½- 48	45½- 48½	36½- 46¾	30 - 39	33 - 36
Northern.	108½-110	111 -111	110 -111	111 -112¼	110 -112	110 -110½
Norwich & Worcester..	.... - ....	160 -160	.... - ...	158 -158	159½-159½	... - ...
Ogd. & Lake Champlain	25 - 27	28 - 30 - - - -
Old Colony.	134½-137¼	134½-137	131 -135	131½-139¼	138 -144	138 -143
Fractions ...	.... - ....	.... - ....	6¾- 7	7 - 7¾	7¼- 7¼	7¼- 7¾

RAILROAD STOCKS IN BOSTON—1883 CONCLUDED.

STOCKS.	JANUARY		FEBR'RY.		MARCH.		APRIL.		MAY.		JUNE.							
	Low.	High	Low.	High	Low.	High	Low.	High	Low.	High	Low.	High						
Philadel. Wil. & Balt..	63	- 63	62	- 62	....	- ....	63	- 64	....	- ....	63	- 63						
Ports. Gt. F. & Conway.	20	- 30	30	- 35	34 $\frac{3}{4}$ -	41 $\frac{1}{2}$	....	- ....	....	- ....	....	- ....			
Portl. Saco & Portsm...	112	-112 $\frac{1}{2}$	112 $\frac{1}{4}$ -	113	112	-113	111	-112	111 $\frac{1}{2}$ -	111 $\frac{1}{2}$	111	-112 $\frac{1}{4}$						
Pullman Pal. Car ..	123	-126	x20	-124 $\frac{1}{2}$	119 $\frac{3}{4}$ -	122	122 $\frac{1}{2}$ -	130	127	-130 $\frac{1}{2}$	128 $\frac{1}{4}$ -	134 $\frac{1}{2}$						
Revere Beach & Lynn..	114	-116	115 $\frac{3}{4}$ -	115 $\frac{3}{4}$	115	-115	....	- ....	....	- ....	112 $\frac{1}{2}$ -	114 $\frac{1}{2}$						
Rutland.....	3	- 3	3	- 3	....	- ....	3 $\frac{1}{2}$ -	3 $\frac{1}{2}$	....	- ....	3 $\frac{1}{2}$ -	4						
Pref.....	19	- 21	14	- 19	17	- 17 $\frac{1}{2}$	17 $\frac{1}{2}$ -	21	18	- 20	19	- 21						
Summit Branch.....	8	- 8	7 $\frac{1}{2}$ -	7 $\frac{1}{2}$	7 $\frac{1}{2}$ -	7 $\frac{1}{2}$	7 $\frac{1}{2}$ -	7 $\frac{1}{2}$	-	-	....	- ....					
Toledo Cin. & St. Louis	4 $\frac{3}{4}$ -	5 $\frac{1}{2}$	3 $\frac{3}{4}$ -	5 $\frac{1}{2}$	3 $\frac{3}{4}$ -	4 $\frac{1}{4}$	3 $\frac{5}{8}$ -	4 $\frac{1}{8}$	3 $\frac{3}{8}$ -	3 $\frac{7}{8}$	3 $\frac{1}{2}$ -	4 $\frac{3}{8}$						
Union Pacific	98 $\frac{1}{2}$ -	104 $\frac{1}{2}$	92 $\frac{5}{8}$ -	99 $\frac{1}{4}$	93 $\frac{1}{2}$ -	99 $\frac{3}{8}$	95 $\frac{5}{8}$ -	101 $\frac{1}{2}$	90 $\frac{3}{4}$ -	98 $\frac{1}{4}$	93 $\frac{3}{4}$ -	98						
Vermont & Canada.....	18	- 18	17 $\frac{1}{2}$ -	17 $\frac{1}{2}$	17 $\frac{1}{2}$ -	17 $\frac{1}{2}$	....	- ....	18	- 18	18	- 22						
Vermont & Mass.....	130 $\frac{1}{2}$ -	131	131	-131	130	-130	130	-131	131	-131	131 $\frac{1}{4}$ -	131 $\frac{1}{2}$						
Wisconsin Central.....	14 $\frac{1}{2}$ -	18 $\frac{1}{4}$	15 $\frac{1}{4}$ -	20 $\frac{1}{2}$	20 $\frac{1}{4}$ -	25 $\frac{1}{4}$	22	- 23 $\frac{1}{2}$	21 $\frac{1}{2}$ -	22 $\frac{5}{8}$	22	- 24						
Pref.....	26	- 27	25	- 30	28 $\frac{1}{2}$ -	33	30	- 30 $\frac{1}{2}$	....	- ....	....	- ....				
Worcester & Nashua.	58	- 58	57 $\frac{1}{4}$ -	57 $\frac{1}{4}$	57	- 58 $\frac{1}{4}$	57	- 58	58	- 58	60	- 62						

MONTHLY RANGE OF RAILROAD AND CANAL BONDS AND STOCKS IN PHILADELPHIA.

The tables following show the highest and lowest prices, monthly, of all railroad and canal stocks and bonds sold at the Philadelphia Stock Exchange.

The prices are compiled from actual sales made at the Board, and the sales of round lots only are taken as a standard, except in case of those stocks which are sold mainly in small lots, and for which no price would be obtained unless such sales of small lots were taken.

RAILROAD AND CANAL BONDS IN PHILADELPHIA—1882.

BONDS.	JANUARY		FEBR'RY.		MARCH.		APRIL.		MAY.		JUNE.		JULY.		AUGUST.		SEPT'BER		OCTOBER.		NOV'BER.		DEC'BE .	
	Low.	High	Low.	High	Low.	High	Low.	High	Low.	High	Low.	High	Low.	High	Low.	High	Low.	High	Low.	High	Low.	High	Low.	High
RAILROAD.																								
Allegh.Val. -Reg.73-10	120	-120	120½	-121	122	-122	122	-122½	122	-122¼	125	-125	121½	-121½	...	-	122	-122½	122½	-122½	122½	-122½	122½	-123½
East. Ext , cp .1910.7	....	- ....	....	- ....	....	- ....	....	- ....	118	-118	118	-118	...	- ....	....	- ....	....	- ....	118	-118	....	- ..	....	- ....
Income, coup..1894.7	53	- 53	55	- 56	52	- 57¾	48	- 54	50	- 53	50	- 51	50	- 52	51	- 51½	50½	- 51½	48	- 50	47	- 49¾	47	- 48½
Income, scrip.....	....	- ....	....	- ....	....	- ....	45	- 53	49	- 51	47	- 47	47	- 50	50	- 50	...	-	46	- 46	46	- 47	47	- 47½

RAILROAD AND CANAL BONDS IN PHILADELPHIA—1882 CONTINUED.

BONDS.	JANUARY	FEBR'RY.	MARCH.	APRIL.	MAY	JUNE.	JULY.	AUGUST.	SEPT'BER.	OCTOBER.	NOV'BER.	DEC'BER.
	Low. High	Low. High	Low. High	Low. High	Low. High	Low. High	Low. High	Low. High	Low. High	Low. High	Low. High	Low. High
Belvidere Dela.—												
1st, 1902.....6	.....	.....	.....	.....	.....	.....	.....	.....	105 - 105½	121 - 121½	.....	104½-104½
2d.....6	.....	.....	.....	105½-107	106½-106½	106 - 106½	.....	.....	.....	.....	.....	105½-105½
3d, 1887.....6	.....	105 - 105	104¼-104¼	107 - 107	106¼-106¼	.....	.....	.....	.....	.....	.....	.....
Bur. Ced. R. & N.—1st, 5	.....	.....	.....	.....	.....	.....	.....	.....	.....	100½-100½	.....	.....
Cam & Amb.—Cp., '83. 6	103½-103½	101½-101½	101½-101½	102 - 102	102¾-103¼	103 - 103½	.....	101 - 101	.....	101½-101½	101½-101½	.....
Mort., coup., '89....6	113½-114	114 - 114	114 - 114½	114 - 115½	112½-113	112½-113	112½-113	113 - 113	114½-114½	115¼-115½	112 - 112½	111½-112
Coupon, 1889.....6	106 - 106	108 - 108	.....	108 - 108	109 - 109	.....	.....	.....	.....	.....	.....	106 - 107¾
Catawissa—New.....7	.....	.....	.....	.....	.....	.....	.....	.....	120 - 120	.....	.....	.....
Cam&Atl.—1st, gld, c. 7	.....	118½-118½	.....	.....	120 - 120	120 - 120	.....	.....	.....	.....	.....	.....
2d, coup., 1904.....6	105½-105½	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Scrip.....	.....	.....	.....	76 - 76	70 - 70	70 - 81	.....	.....	.....	.....	.....	.....
Camden & Burlingt'n. 6	.....	.....	.....	.....	.....	.....	.....	112 - 112	.....	.....	.....	.....
Connect'g—1st, 1900. 4. 6	.....	118 - 118	115½-118	.....	117½-117½	118½-118½	119 - 119	.....	.....	.....	.....	.....
Del. & Bound Bk.—1st. 7	126 - 126	125½-125½	125 - 125	125 - 127	125 - 125	125 - 125	.....	.....	126¼-126¼	125 - 126¼	125¼-125¼	.....
Elmira & W.—1st, 1910. 6	.....	115 - 115	115 - 116	.....	116 - 116	.....	.....	117 - 117	.....	117 - 117	.....	117 - 117
Harrisburg—1st, '83. 6	102¾-102¾	102¾-102¾	102¾-103	.....	103¾-103¾	.....	.....	.....	.....	.....	.....	.....
Hunt. & B. T.—2d, gld. 7	.....	115 - 115	115 - 115	.....	.....	.....	.....	.....	119 - 119	116 - 116	.....	.....
3d, cons., 1895....5	89 - 89	87 - 89½	88 - 80	87½- 88	88 - 88¾	85 - 86	89¾- 90	90 - 93	93 - 94½	89¾- 90	89½- 89½	89 - 89
Lekhigh Val.—1st, '98. 6	120 - 121½	122¾-122¾	122 - 122	123 - 123	125 - 125	120 - 120	121 - 123	.....	122½-122½	122½-122½	121 - 121	.....
1st, reg., 1898.....6	121½-121½	12½ - 123½	123½-123½	123½-123½	121½-123½	120 - 120	120½-12½	122 - 123	122 - 122½	122½-122½	122½-122½	119 - 120
2d, reg., 1910.....7	133 - 134½	134 - 134	131 - 131	133 - 133	133 - 133	133½-135	134 - 134	.....	131½-134½	132¾-132¾	132 - 133½	132½-133½
Cons. M., reg., 1923. 6	117 - 119½	119½-122	120 - 121	120¾-121	121 - 124	120½-121	120½-123	121 - 121½	122 - 122	122 - 122½	119½-122½	119½-120
Cons. M., coup., 1923. 6	117 - 118½	118½-120	120 - 121	120 - 121	121¾-123½	120¾-120¾	121 - 121	121 - 121½	121 - 121	122 - 122	121 - 121	118½-120
Annuity Bonds.....	.....	.....	.....	.....	.....	.....	115 - 115	.....	.....	.....	.....	.....
N.O. Pacific—1st, 1920. 6	90½- 92	86¾- 90¾	87 - 89½	85½- 87	85½- 86¼	86¼- 88½	87 - 93¾	91 - 93	91¼- 92	88 - 91¼	83 - 86	86½- 88
Norfolk & W.—Gen. M. 6	.....	.....	.....	.....	.....	.....	.....	.....	103 - 103½	.....	.....	.....
North. Cent.—2d, 1885. 6	.....	.....	.....	107 - 107	.....	.....	.....	.....	.....	.....	.....	105¼-105¼
Gen. M., cp., 1926....5	96 - 97½	96 - 97¼	96½- 98	96¾- 97½	97½- 98½	98 - 98½	96½- 96½	97 - 98	97 - 97½	97½- 98	98¼- 98½	98 - 101½

RAILROAD AND CANAL BONDS IN PHILADELPHIA—1882 CONTINUED.

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BONDS.	JANUARY	FEBR'RY.	MARCH	APRIL.	MAY.	JUNE.	JULY.	AUGUST.	SEPT'BFR.	OCTOBER	NOV'BER.	DEC'BER.
	Low.High	Low.High	Low.High	Low.High	Low.High	Low.High	Low.High	Low.High	Low.High	Low.High	Low.High	Low.High
Northern Cent.—1904.6	...	...	...	...	...	...	115 -115	114 $\frac{3}{4}$ -114 $\frac{3}{4}$	...	...	...	...
No. Pac.—Mo. Div.....6	...	...	101 -101	...	...	...	...	100 $\frac{1}{2}$ -100 $\frac{1}{2}$	104 -104	...	...	99 $\frac{1}{2}$ - 99 $\frac{1}{2}$
No. Penna.—1st, '85....6	104 $\frac{1}{2}$ -106	106 -106	105 $\frac{1}{2}$ -105 $\frac{1}{2}$	106 $\frac{1}{4}$ -106 $\frac{1}{4}$	106 $\frac{1}{2}$ -107 $\frac{1}{2}$	107 $\frac{1}{2}$ -107 $\frac{1}{2}$	103 -100	106 $\frac{1}{4}$ -107	107 -107	103 $\frac{3}{4}$ -106 $\frac{1}{2}$	106 $\frac{1}{2}$ -106 $\frac{1}{2}$	105 -105
2d, 1896.....7	...	119 -119	...	...	118 -118	119 -120	121 -124	...	122 $\frac{1}{2}$ -122 $\frac{1}{2}$	122 $\frac{1}{2}$ -122 $\frac{1}{2}$	...	119 -120
Gen. mort., cp., 1903.7	123 -123	...	120 $\frac{1}{4}$ -120 $\frac{1}{4}$	...	...	122 $\frac{1}{2}$ -123	121 $\frac{1}{2}$ -122 $\frac{1}{2}$	...	122 -122	...	125 -125	124 $\frac{1}{2}$ -124 $\frac{1}{2}$
Gen. mort. reg., 1903.7	...	123 -123	122 -122	121 -121	...	...	...	122 -122 $\frac{1}{4}$	125 -125	125 -125	...	...
Reg. new loan, 1905.6	120 -120	105 $\frac{1}{2}$ -105 $\frac{1}{2}$	...	...	...	...	121 -122	...	...	...	...	...
Oil Creek—1st, 1882...7	100 $\frac{1}{2}$ -100 $\frac{1}{2}$	...	103 $\frac{3}{4}$ -103 $\frac{3}{4}$	...	...	...	...	106 -106	...	...	...	...
1st, cp., 1912.....6	...	...	...	100 $\frac{1}{2}$ -102 $\frac{1}{4}$	102 -102	...	...	...	...	...	103 -103	103 -103
P. Tit. & Buf.—Cp., '96.7	101 $\frac{1}{2}$ -103	94 - 95 $\frac{1}{2}$	94 - 95	96 - 98	96 - 98	96 - 98	90 -100	x93 $\frac{3}{4}$ - 96	93 $\frac{1}{2}$ - 95	96 - 96	96 - 90	89 - 94
Pa. & N. Y. C. & R.—'96.7	...	...	123 -125	123 -123	...	...	...	122 $\frac{3}{4}$ -122 $\frac{3}{4}$	122 $\frac{3}{4}$ -122 $\frac{3}{4}$	122 $\frac{1}{2}$ -123	122 $\frac{1}{2}$ -122 $\frac{3}{4}$	...
Reg. & cp., 1906.....7	...	...	126 $\frac{1}{2}$ -126 $\frac{1}{2}$	...	127 $\frac{1}{2}$ -127 $\frac{1}{2}$	124 -124	...	...	124 $\frac{1}{2}$ -124 $\frac{1}{2}$	126 $\frac{1}{2}$ -126 $\frac{1}{2}$	126 $\frac{1}{2}$ -126 $\frac{1}{2}$	...
Penna.—Gen., cp. 1910.6	117 -121	121 $\frac{1}{2}$ -124	124 $\frac{1}{2}$ -125	...	125 $\frac{1}{2}$ -126 $\frac{1}{2}$	124 $\frac{1}{2}$ -125	...	124 -12 $\frac{1}{2}$	125 -125 $\frac{1}{2}$	...	124 -125	124 -125
Gen., reg., 1910.....6	123 -123	...	...	123 -125	126 -127	123 $\frac{1}{2}$ -124	125 -125	125 $\frac{1}{2}$ -125 $\frac{1}{2}$	128 -128	...	125 -125 $\frac{1}{2}$	124 -124
Cons., reg., 1905.....6	117 -117	117 $\frac{1}{4}$ -118	117 $\frac{1}{2}$ -117 $\frac{1}{2}$	118 -120	...	...	121 -121	123 -123	121 -121	120 $\frac{1}{2}$ -122	119 $\frac{1}{2}$ -122	117 -120
Cons., coup., 1905....6	117 -117	117 -118	117 $\frac{1}{2}$ -117 $\frac{1}{2}$	117 $\frac{1}{2}$ -118 $\frac{1}{4}$	120 -120	...	117 -119	118 $\frac{1}{2}$ -121	...	120 -120	119 $\frac{1}{2}$ -119 $\frac{1}{2}$	116 $\frac{1}{2}$ -119 $\frac{1}{2}$
Cons., reg., 1919.....5	...	...	104 -104 $\frac{3}{4}$	...	105 $\frac{1}{2}$ -105 $\frac{1}{2}$	105 $\frac{1}{2}$ -105 $\frac{1}{2}$	105 $\frac{3}{4}$ -107 $\frac{1}{2}$	106 $\frac{1}{2}$ -108	...	107 -107	107 -107	107 -107
Scip.....	...	...	...	...	...	...	...	...	...	...	...	118 -120 $\frac{1}{4}$
Penn. Co.—N. Y. C. & R., 1907.6	...	106 -106	...	108 -106	...	...	...	...	...	107 -107	...	107 -107
Reg., 1920.....4 $\frac{1}{2}$	95 $\frac{1}{2}$ - 98 $\frac{1}{2}$	98 - 98	98 - 98	...	96 $\frac{1}{2}$ - 97	98 - 98	90 - 96	96 - 96	95 $\frac{1}{2}$ - 96	...	...	...
Coupon, 1920.....4 $\frac{1}{2}$	...	...	95 - 95 $\frac{1}{2}$	95 $\frac{1}{2}$ - 95 $\frac{3}{4}$	...	98 - 98 $\frac{3}{4}$	96 $\frac{1}{2}$ - 96 $\frac{1}{2}$	96 - 96	...	95 $\frac{1}{4}$ - 90	96 - 96	96 $\frac{1}{4}$ - 97
Perkiomen—1st, 1887.6	...	104 -104	104 -104	104 -105	104 -105	104 -104	105 -106	105 -105	...	...	...	103 -103
Phila. & Erie—2d, '88.7	114 -114	114 -114	115 -115	114 $\frac{1}{2}$ -116	117 -117 $\frac{1}{4}$	117 -117	114 -114 $\frac{1}{2}$	113 $\frac{1}{4}$ -114 $\frac{1}{2}$	113 $\frac{1}{4}$ -114	114 $\frac{1}{2}$ -114 $\frac{1}{2}$	114 $\frac{1}{2}$ -114 $\frac{1}{2}$	115 -115 $\frac{1}{4}$
Gen. mort., 1920. 5	104 $\frac{1}{2}$ -105 $\frac{1}{2}$	...	104 $\frac{3}{4}$ -104 $\frac{3}{4}$	102 -102 $\frac{1}{2}$	102 -102 $\frac{1}{2}$	102 $\frac{1}{2}$ -103 $\frac{1}{2}$	104 -105	104 $\frac{1}{4}$ -104 $\frac{3}{4}$	104 $\frac{1}{2}$ -105 $\frac{1}{2}$	102 $\frac{1}{2}$ -103	101 $\frac{3}{4}$ -103	102 $\frac{1}{2}$ -103 $\frac{1}{2}$
Phil. New. & N. Y.—1st.6	...	...	...	...	82 - 82	...	...	...	...	...	...	...
Phila. & R.—1st, 1910.6	118 -118	119 $\frac{1}{2}$ -119 $\frac{1}{2}$	...	122 -122	122 $\frac{3}{4}$ -122 $\frac{3}{4}$	...	121 -121	120 -120	121 -121	...	...	...
2d, coup., 1893.....7	...	120 $\frac{1}{4}$ -121	119 $\frac{1}{2}$ -120 $\frac{3}{4}$	120 -120	120 -120	119 -120	123 $\frac{1}{2}$ -123 $\frac{1}{2}$	121 -124	121 $\frac{1}{2}$ -121 $\frac{1}{2}$	118 -119	118 $\frac{1}{4}$ -119	118 $\frac{1}{2}$ -119 $\frac{1}{2}$
Cons., coup., 1911.....7	125 -125 $\frac{1}{2}$	124 $\frac{1}{2}$ -125	124 -125 $\frac{1}{2}$	125 $\frac{1}{2}$ -126	125 $\frac{1}{2}$ -126 $\frac{1}{2}$	123 -123 $\frac{1}{2}$	123 -124 $\frac{1}{2}$	124 $\frac{1}{2}$ -1 $\frac{1}{4}$	126 -127 $\frac{1}{4}$	126 -127 $\frac{1}{4}$	125 $\frac{1}{2}$ -126 $\frac{1}{2}$	122 -122 $\frac{1}{2}$
Cons., reg., 1911.....7	123 -125	125 -126	125 -126	125 $\frac{1}{2}$ -126	123 $\frac{1}{2}$ -126	124 -124 $\frac{1}{4}$	...	124 $\frac{1}{2}$ -125 $\frac{1}{4}$	126 -127 $\frac{1}{4}$	126 $\frac{1}{2}$ -127	120 -126 $\frac{1}{2}$	123 -123

RAILROAD AND CANAL BONDS IN PHILADELPHIA—1882 CONTINUED.

BONDS.	JANUARY	FEBR'RY.	MARCH.	APRIL.	MAY.	JUNE.	JULY.	AUGUST.	SEPT'BER.	OCTOBER	NOV'BER.	DEC'BER.
	Low.High	Low.High	Low.High	Low.High	Low.High	Low.High	Low.High	Low.High	Low.High	Low.High	Low.High	Low.High
Phila. & Reading—												
Cons., gold, 1911.....6	... -	113 -113	114½-114½	114 -114	.... - ....	112½-112½	.... - . .	.... - ....	113½-113½	113½-113½	114 -114. -
Gen. M., gold, 1908.....6	97½- 99	x94 -100½	93½- 96	95 - 98½	96¼- 98½	96½-102	95½- 96¾	95 - 96	95½- 96¾	94¼- 95	92½- 95	93 - 96¼
Income, coup., '96.....7	97 - 98¼	97½- 97½	95 - 95	97 - 97	98 -100	100 -100	.... - ....	.... - ....	.... - ....	.... - ....	92 - 94	95 - 95
Deben, ex-coup.....6	64 - 65	63 - 65	63 - 66	59 - 59	59 - 60	61 - 63	62½- 63	.. -	62 - 65	61 - 64	60 - 60	57 - 65
Scrip, coup., 1882 .. 6	80½- 82¼	82 - 84	81 - 83	87½-100	97½-100	96 -106	100 -105	100 -101	100 -100½	96 -100	94 - 98½	91 -100
Deferred inc. ....	.... - ....	.... - ....	.... - ....	30¼- 30½	29 - 29	24 - 27½	29 - 29	29½- 29½	.... -	.... - ....	.... -	25 - 25
New conv., 1893.....7	.... - ....	72 - 75	71 - 77	75 - 79¾	75 - 75	75 - 80¼	73 - 79½	73 - 76	75 - 77	73 - 75½	65 - 73½	66 - 73
New conv., ex-coup. 7	70 - 75	74 - 76	71 - 76	74 - 77	72 - 76	74 - 81 - - - - - -
C. & I. Co.—Cp. off...7	65 - 65	.... - ....	65 - 65	65 - 70 - - - - - - - -
Reg. & cp., '92-3...7	.... - ....	84 - 84	.... - ....	.... - ....	.... - ....	.... - ....	80 - 83 - - - - -
Debenture.....7	.... - ....	.... - ....	.... - ....	.... - ....	.... - ....	.... - ....	.... - . .	.... - ....	.... - ....	61 - 60	60½- 60½ -
Phil. Wil. & B.—Tr.ctfs 4	94 - 96	95 - 95¾	90 - 95	94 - 95	94½- 95	x92¾- 95	93 - 96	95 - 95¾	94¾- 96	94¾- 95	92 - 94¾	x91½ 94
Pitts. Cin. & St. L.—												
Comp., 1900.....7	122 -124	119¾-120	118 -119	118 -118	118 -118¾	118½-119	.... - ....	118 -119	120 -121	121 -121	119½-120	119 -119¼
Reg., 1900.....7	123 -124	120 -120	.... - ....	118 -119	118 -119	119 -119	.... - ...	120 -120¼	120 -121	.... - ...	118 -120	119¼-119¼
Sham. V. & P.—Coup...7	116 -116	.... - ....	118 -118	.... - ....	.... - ....	.... - ....	.... - ....	.... - ....	.... - ....	.... - ....	.... - ..	124¼-124¼
Steub. & Ind.—1st, cp..6	103 -103	103 -103	103 -103	104¼-104¼	105¾-105¾	103½-104	.. - ...	103½-103½	105¼-105¼	.... - ...	103¼-103¼ -
Sunbury & Erie.....7	.... - ....	.... - ....	.... - ....	.... - ....	.... - ....	.... - ....	.... - ....	.... - ....	.... - ....	125 -125 - -
Sun. Haz. & W.—1928.5	97 - 97	95 - 95	.... - ....	95 - 95	95 - 95	.... - ....	.... - ....	.... -	95 - 95 - - -
2d, 1938	24 - 26	30 - 34	26 - 26	20 - 20	.... - ....	.. - .	25 - 25	.. -	25 - 26 - - -
Texas. & Pacific—												
1st, g. 1905.....6	106 -107	106½-107½	106 -106	106½-106½	105 -105	106 -106	107½-107½	107 -108	.... -	104 -104	104¾-105	104 -105
1st, R. G. Div., 1930.6	88½- 90¼	79½- 81	80 - 83	81½- 83½	80 - 80	79 - 84¼	88¾- 91½	x85¼ 88¾	85¼- 86½	81¾- 81¾	80¾- 80¾	80¾- 82½
Cons., gold, 1905.....6	99 -100¼	97 - 99¼	95½- 99	98½- 99	99 -100	95½- 96¾	95 - 97½	93 - 96	92½- 95	92 - 94	93½- 96¼	91 - 92½
Un. & Titnsv.—1st, '90.7	103 -103½	.... - ....	99 -100¼	99 - 99½	96¾- 96¾	94¾- 95	93 - 94	92¾- 93½	94¼- 95	96 - 93	91 - 95¼	91 - 93
United N. J.—Cons.....6	.... - ....	.... - ....	.... - ....	.... - ....	.... - ....	.... - ....	.... - ....	112 -112	.... -	.... - ....	.... - ....	111 -111
War. & Fr.—1st, '96...7	.... - ....	110 -111¼	109 -109	.... - ....	110 -110½	112 -113½	.. - ...	x10½ 110½	112 -112	112 -112	112 -112½	112 -112½
W. Chester—Cons., '91.7	117¼-117¼	119 -119 - -	118½-118½ -	118 -118	119 -119	119 -119 -	117 -117	117½-118

RAILROAD AND CANAL BONDS IN PHILADELPHIA—1882 CONCLUDED.

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BONDS.	JANUARY	FEBR'RY.	MARCH.	APRIL.	MAY.	JUNE.	JULY.	AUGUST.	SEPT'BER.	OCTOBER.	NOV'BER.	DEC'BER.
	Low. High	Low. High	Low. High	Low. High	Low. High	Low. High	Low. High	Low. High	Low. High	Low. High	Low. High	Low. High
W. Jersey—1st, 1896. 6	117 -117	.... - ....	.... - ....	116½-116½	.... - ....	.... - ....	118 -118	117 -117	... - ...	116 -117	108 -108 -
1st, 1899 .....7	122 -122	.... - ....	.... - ....	.... - ....	.... - ....	.... - ....	.... - ....	120 -120 - - - -
Con. mort., 1909....6	.... - ....	.... - ....	.... - ....	112½-112½	.... - ....	109½-109½	.... - ....	111 -111 - - - -
Dividend scrip .....	.... - ....	.... - ....	.... - ....	80 - 82	82 - 82 - - - - - - -
Cons., 1883.....6	.... - ....	.... - ....	.... - ....	.... - ....	.... - ....	.... - ....	.... - ....	.... - ....	101 -101	101 -101½ - -
W. J. & Atl.—1st, 1910.6	.... - ....	111½-111½	108½-109	.... - ....	108½-110	108½-108½	.... - ....	110½-110½	.... - ....	110 -110	108 -108	108 -108
W. Penna.—1st., '93...6	108 -108	.... - ....	.... - ....	.... - ....	107 -107	.... - ....	103 -110	112 -112	.. - ...	.... - ..	.... - ...	106 -107
Pittsb. Br.—Cp., '96 6	104 -107½	.... - ....	.... - ..	106 -106	106 -106	... -	104 -105	108 -108	.... - ..	.... - ....	106 -106 -
CANAL.												
Chesa. & Del.—1st, '86.6	89 - 89	89 - 89	88 - 89	88½- 88½	88½- 89½	x86 - 88¾	86½- 86½	... - ....	... - ....	87 - 89	88½- 88¾	87¾- 87¾
Leh. Nav.—Mort., '84. 6	104¾-106	105¼-105½	103¾-105½	103¾-104½	105 -105¼	x102¾ 04¾	102¾-103½	103 -103½	102¾-104	103 -103¾	103 -103¾	103 -103¾
Conv., gold, 1894 ....6	112½-113	.... - ....	x109-109	108½-109	109½-109½	109 -109½	... - ....	.... - ....	107 -107	.... - ....	108 -108 -
R.R. loan, 1897.....6	116¾-117	117 -117	117 -117	116 -117	115½-115¾	115½-116	115 -110½	.... - ....	114 -115	115 -115	114¾-115	115 -115½
Gold, 1897.....6	110¾-112¼	111¼-112	111½-112½	111½-112	112¾-113	109 -113	111½-112	112 -114	112½-113¾	112½-113¾	112 -112¾	x110-112½
Cons. mort., 1911....7	116½-117	116½-116¾	116¾-117	118 -119	119 -119½	116 -116	116½-116½	116¼-117	116¼-116¼	117¼-117¾	117½-117½	114¼-116½
Greenwood tract.....7	.. - ....	.... - ....	107½-107½	110 -110 - - - - - - - -
Morris—Boat l'n, '85..7	.... - ....	.... - ....	.... - ....	.... - ....	104 -104	.... - ....	105 -105 - - - - -
Penna.—Mort., 1910 ..6	99½- 99¾	94 - 99	94¾- 95	94 - 95	90 - 95	91 - 92	93 - 93	93 - 93	90 - 93	90 - 90	87 - 89	87 - 88½
Schuyl. Nav.—1st, '97.6	117 -117	107 -107	105 -105	106 -106	106 -106½	106 -106½	... -	107¾-107¾	105½-106½	105½-105½	106½-106½	105½-106½
2d, 1907 .....6	88½- 89	89 - 95	91 - 93	91 - 93	90 - 91	90 - 92	91 - 92	90 - 91½	90 - 91	88 - 90	87 - 89½	89 - 90
Mort., cp., 1895.....6	55 - 65	67 - 68	.... - ....	66 - 66	65 - 66 - - - - - - -
Mort., ex-coup., '95..6	53½- 65	65 - 65	.... - ....	.... - ....	65 - 65 - - - - - - -
Boat loan.....7	.... - ....	.... - ....	.... - ....	.... - ....	.... - ....	.... - ....	65 - 65	.. - ..	.... - ....	.... - ....	.... - ....	65 - 65
Susqueh.—Coup., 1918 6	60 - 60	.. - ....	.... - ...	59 - 59¾	.... - ....	60½- 60½	.. - ....	.... - ....	.... - ....	.... - ....	.... - ...	58 - 58
Ex-coup., 1918.....6	53 - 60	.... - ....	.... - ....	58 - 60	60½- 60½ - - - - - - -
Coupon, 1902.....7	.... - ....	.... - ....	.... - ....	.... - ....	60½- 60½	60½- 60½ - - - - - -
Ex-coup., 1902.....7	60 - 60	59½- 60	.... - ....	.... - ....	60 - 60 - - - - - - -
Pref.....6	.... - ....	75 - 75	72½- 72½	85 - 85	.... - ....	.... - ....	.... - ....	.... - ....	.... - ..	.... - ..	.... - ...	85 - 85

BONDS.	JANUARY		FEBR'RY.		MARCH.		APRIL.		MAY		JUNE.	
	Low.	High	Low.	High	Low.	High	Low.	High	Low.	High	Low.	High
RAILROAD.												
Allegh. Val. — Reg. 73-10	122	-122 $\frac{3}{4}$	122 $\frac{1}{2}$ -122 $\frac{3}{4}$	123	-123	123	-123	123 $\frac{1}{2}$ -123 $\frac{1}{2}$	123	-123 $\frac{1}{2}$		
East. Ext., cp. 1910.7	118	-118	.... - ....	122	-122	.. - - - - -		
Income, conp. 1894.7	48	-49 $\frac{5}{8}$	45 - 48	47 - 48	41 $\frac{1}{2}$ - 44 $\frac{3}{4}$	40 - 43	39 $\frac{1}{2}$ - 40					
Income, scrip.	47	- 47	45 $\frac{1}{2}$ - 45 $\frac{1}{2}$	.... - ...	40 - 43	41 - 42	39 - 39					
Belv. Dela.—1st. 1902.6	....	- ....	121 -121 - - - -					
2d.	105	-106	... -	103 -103	103 -103 $\frac{1}{4}$	103 $\frac{3}{4}$ -104	104 -104					
3d, 1887.	106	-106	.... - ....	105 -105	105 $\frac{1}{2}$ -105 $\frac{1}{2}$	105 $\frac{1}{2}$ -105 $\frac{1}{2}$	106 -106					
Cam&Am.—M., cp.'89.6	112	-113	112 -112 $\frac{1}{2}$	112 $\frac{1}{2}$ -112 $\frac{1}{2}$	111 $\frac{1}{8}$ -113	108 $\frac{3}{4}$ -110	109 -110					
Coupon, 1889.	106 $\frac{3}{4}$ -107 $\frac{1}{2}$	.... - ....	.... - ....	.... - ....	.... - ....	.... - ....	107 -107					
Catawissa—New.	122	-122	120 -120	121 -121	.... - ....	122 -123 -					
Cam&Atl.—1st, gld, c.7	....	- ...	119 -119 - - - -					
2d, coup., 1904. ....	....	- ....	.... - ....	.... - ....	.... - ....	113 -113 -					
Connect'g—1st, 1900-4.6	....	- ....	.... - ...	118 $\frac{1}{2}$ -118 $\frac{1}{2}$	118 -118 $\frac{1}{2}$	.... - ....	117 $\frac{1}{4}$ -118					
Del.& Bound Bk.—1st.7	125 $\frac{1}{2}$ -127	123 $\frac{1}{4}$ -125	124 $\frac{3}{4}$ -124 $\frac{3}{4}$	124 $\frac{3}{4}$ -125	125 $\frac{1}{4}$ -126 $\frac{1}{2}$	127 $\frac{1}{4}$ -127 $\frac{1}{4}$						
Easton & Amboy. ....	....	- ....	107 -107	.... - ....	.... - ....	106 -106 $\frac{1}{4}$	106 $\frac{1}{2}$ -106 $\frac{1}{2}$					
Elmira&W.—1st, 1910.6	.. -	115 $\frac{1}{4}$ -115 $\frac{1}{4}$	.... - ....	.... - ....	.... - ....	117 -117	117 $\frac{5}{8}$ -117 $\frac{5}{8}$					
Perpetual. ....	....	- ....	100 -100	101 -101 $\frac{1}{2}$	.... - ....	98 - 98 -					
Harrisburg—1st, '83.6	100 $\frac{1}{4}$ -100 $\frac{1}{4}$	... - ....	101 $\frac{3}{8}$ -101 $\frac{3}{8}$	102 -102	103 $\frac{1}{4}$ -103 $\frac{1}{4}$ - -					
Hunt. & B.T.—1st, gld.7	....	- ....	.... - ....	118 -118	114 $\frac{3}{4}$ -114 $\frac{3}{4}$	115 -115	-					
2d, gold. ....	....	- ....	.... - ....	114 -114 - - -					
3d, cons., 1895.	89 - 90	87 - 88 $\frac{1}{2}$	86 - 89	86 - 86 $\frac{1}{2}$	86 - 86	86 $\frac{1}{4}$ - 86 $\frac{1}{2}$						
Junction RR.—2d. ....	....	- ....	112 $\frac{1}{4}$ -112 $\frac{1}{4}$	.... - ....	115 -115 $\frac{1}{4}$ - -					
Lehigh Val.—1st, '98, c.6	120 -120	122 -122	120 $\frac{1}{2}$ -122	120 $\frac{1}{2}$ -121 $\frac{1}{4}$	122 -122	119 -120 $\frac{3}{4}$						
1st, reg., 1898.	120	-120 $\frac{1}{2}$	.... - ....	123 -123 $\frac{1}{2}$	122 -123	119 -124 $\frac{1}{2}$	119 -119 $\frac{1}{2}$					
2d, reg., 1910.	7	.... - ....	135 -135	132 -133	133 -134	133 -133 -					
Cons. M., reg., 1923.6	120 -120 $\frac{5}{8}$	121 $\frac{1}{4}$ -123 $\frac{1}{4}$	123 -123 $\frac{1}{2}$	124 -124 $\frac{1}{2}$	121 -125	120 $\frac{1}{4}$ -122						
Cons. M., coup., 1923.6	120 -120	120 $\frac{1}{2}$ -121	121 -121 $\frac{1}{2}$	122 -122	122 -122	120 -122						
N.O. Pacific—1st, 1920.6	86 $\frac{1}{2}$ - 89 $\frac{5}{8}$	87 $\frac{1}{2}$ - 89	87 $\frac{1}{2}$ - 88 $\frac{1}{4}$	88 $\frac{1}{4}$ - 88 $\frac{3}{4}$	89 - 90	88 $\frac{1}{2}$ - 90						

RAILROAD AND CANAL BONDS IN PHILADELPHIA—1883 CONTINUED.

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BONDS.	JANUARY	FEBR'RY.	MARCH.	APRIL.	MAY.	JUNE.
	Low.High	Low.High	Low.High	Low.High	Low.High	Low.High
Norfolk & W.—Gen. V. 6	101½-101½	101 - 101¼	101¼-101¼ - - -
North. Cent.—2d., 1885. 6	.... - ....	.... - ....	.... - ....	104 - 104 - -
Gen. M., 'A,' cp., 1926. 5	99¼-100	99¾-101	100¼-101	99¼-100¼	99¼- 99¾	99 - 100½
Series 'B' 5	95 - 95¾	95¼- 95½	95 - 95¾	95¼- 96	95¾- 95¾	95¾- 98
Gen. M., cp., 1904.... 6	... -	112½-112¾ - - - - ..
No. Pac.—Mo. Div..... 6	102¾-102¾ - - - - -
No. Penna.—1st, '85.... 6	103 - 104	103 - 103¾	103¾-104	103¾-104	.... - ....	104½-105¼
2d, 1896..... 7	120 - 120¼	120¼-121	120¼-120½	.... - ....	118¼-120	119 - 120
Gen. mort., cp., 1903. 7	.... - ....	.... - ....	123 - 125	.... - ....	124½-124½ -
Gen. mort., reg., 1903. 7	125 - 125	125 - 125	125 - 125	124 - 124	124 - 124 - ...
Reg. new loan, 1905. 6	104 - 104	.... - ....	105 - 105 - - -
Oil Creek—1st, 1912... 6	.... - ....	104 - 104	.... - ....	.... - ....	.... - ....	106¼-106¼
P. Tit. & Buf.—Cp., '96. 7	94½- 98½	93¼- 94½	94½- 97	97 - 98	96½- 98	96 - 96¼
Pa. & N. Y. C. & R.—'96. 7	121 - 121	.... - ....	120 - 120¼	.... - ....	.... - ....	123 - 123
Reg. & cp., 1906..... 7	124½-125	.... - ....	.... - ....	125 - 126	.... - ....	125 - 127
Penna.—Gen., cp. 1910. 6	122 - 122½	.... - ...	122½-123½	123 - 123¼	124 - 125 - ...
Gen., reg., 1910..... 6	124 - 125	125 - 125½	123¾-126½	123½-124	124 - 124	123 - 124
Cons., reg., 1905..... 6	117 - 117¼	119½-120	.... - ....	120 - 120	120 - 120 -
Cons., coup., 1905.... 6	116½-117½	119¼-119½	117½-117½	118 - 118¾	.... - ....	117 - 120
Cons., reg., 1919..... 5	104½-104½	108 - 108	106 - 106¼	106 - 106 - -
Scrip.....	11¾-122	.... - ....	.... - ....	.... - ....	113¼-114¼	113½-119
Penn. Co.—Reg., 1907. 6	107 - 107	108 - 108	108½-108½	107 - 107	108 - 108	108 - 108
Reg., 1920... .. 4½	94¼- 95	95 - 95	95 - 96	95½- 95½ - -
Coupon, 1920... .. 4½	95 - 95	94½- 94½	95 - 96	96 - 96¼	96¼- 96¼ -
Perkiomen—1st, 1887. 6	102 - 103	103 - 103	104 - 104	103 - 103	103 - 103	103 - 104
Phila. & Erie—Cons.... 6	.... - ....	.... - ....	.... - ....	104 - 109 - -
2d, 1888..... 7	111½-113	112½-112¾	112½-113	112½-113	113 - 113	113½-114½
Gen. mort., 1920. 5	103½-104	104¼-105	105 - 105¼	103 - 103½	103½-103½	102½-103½
Phil. & Read.—1st ser.. 5	85 - 85	84 - 87	79½- 84	79½- 80	75 - 77	74 - 78

BONDS.	JANUARY		FEBR'RY.		MARCH.		APRIL.		MAY.		JUNE.	
	Low.	High	Low.	High	Low.	High	Low.	High	Low.	High	Low.	High
Ph. & R.—Con., 2d ser.5	60	60½	60¾	69½	61	67	62½	64	62	65	62	68
1st, 1910.....6	....	....	120	120	....	....	120	120	....	....	....	....
2d, coup., 1893.....7	119½	120	120	120½	120	120	....	....	116½	118	....	....
Cons., coup., 1911....7	122¾	125	125¼	125½	125¾	126	125	125½	126	126	123	125
Cous., reg., 1911....7	125	125	125	125½	126	126	126	126	123	123	123	125
Cons., gold, 1911....6	111	111½	111½	111½	....	....	....	....	115	115	112	112
Gen. M., gold, 1908....6	92	94¾	94¼	97	95½	96½	96½	97	97	98¼	97¾	100
Gen. M., 1908.....7	100½	101¼	101½	102	101¼	102	102	103¼	103	104	103¾	105
Income, coup., '96....7	94	94	94	94	93	94	....	....	94½	97	93¼	91
Debenture.....6	62	66½	69	77	68	70	70	70	68	70¼	68	72
Scrip, coup., 1882....6	99	105½	104	109	109	113¾	110	116	116	117	116½	118¼
Deferred inc.	25	25	25	28	....	....	....	....	20	20	23	23
Conv.adj. scp., '85-S.7	....	....	86½	90	83	87	83	87¼	86¼	90	86	90
New conv., 1893.....7	72	78	72½	76	73	75½	72½	75	70	75	73	84
New conv., ex-coup. 7	....	....	....	....	55	56	50	58	....	....	55	60
C. & I. Co.—Cp. off...7	75	75	75	75	....	....	....	....	....	....	....	....
Reg. & cp., '92-4...7	....	....	....	....	....	....	80	81	....	....	75	81½
Debenture.....7	61	62	75	77	....	....	70	70	69	71	....	....
Phil. Wil. & B.—Tr. cts 4	92¾	94	93	94	93½	94	93¾	94	93½	94	93¾	95
Pitts. C. & St. L.—Coup.7	120	120	120	120½	120½	121	121	122	122	122½	122½	122½
Reg., 1900.....7	119½	121¼	120½	120½	120½	121	....	....	122	122½	122	122¼
Sham. V. & P.—Coup...7	....	....	121½	123	....	....	....	....	....	....	....	....
Steub. & Ind.—1st, cp..6	....	....	101½	101½	102½	102½	100¾	102	101¼	102¾	....	....
Sunbury & Erie.....7	....	....	....	....	....	....	....	....	125½	125½	....	....
Sunb. & Lewist.—1st..7	....	....	....	....	....	....	111	112	113	113	113	113½
Sun. Haz. & W.—1928.5	87½	88	....	....	....	....	....	....	....	....	....	....
2d, 1938 ..	28	23	29	29	....	....	....	....	....	....	....	....
Texas. & Pacific—												
1st, g. 1905.....6	106	106	106	106	103	103	104	104	105¾	106	105¾	106

RAILROAD AND CANAL BONDS IN PHILADELPHIA—1883 CONCLUDED.

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BONDS.	JANUARY	FEBR'RY.	MARCH.	APRIL.	MAY.	JUNE.
	Low. High	Low. High	Low. High	Low. High	Low. High	Low. High
Texas & Pacific—						
1st, R. G. Div., 1930.6	84½-86¼	79¾-80	81¼-82¼	82-84	81½-84	84½-85¾
Cons., gold, 1905.....6	91½-95	94¾-95	93½-94	94-96	95-96	92¼-92¾
Un. & Titusv.—1st, '90.7	90¼-93½	....-....	94-96	97½-98	98-98½	99-100
Union Pac.—1st W. '98.6	113½-113½-....	-....	-....	-....-....
United N. J.—Cons.....6	....-....	....-....	....-....	....-....	116-116-....
Gen. M.....4	....-....	....-....	....-....	....-....	96-96½	96-96
War. & Fr.—1st, '96..7	114-114	110½-111	....-....	....-....	113-115-....
W. Chester—Cons., '91.7	117½-117½	118-119	116-118	114½-115¼	114-114-....
W. Jersey—1st, 1896.6	115-115	115-115	115½-115½	116-116	118-118	116-116
1st, 1899.....7	122-122	....-....	124¼-124¼	....-....	....-....	125-125¼
W. J. & Atl.—1st, 1910.6	108-110½	110½-110½	107-107	108-108	106½-107-....
W. Penna.—1st., '93...6	115-115	....-....	108½-109-....-....-....
Pittsb. Br.—Cp., '96.6	....-....	106-106-....-....-....-....
CANAL.						
Chesa. & Del.—1st, '86.6	85-85½	....-....	82-82	80-80	80-80	80¼-80¾
L. eh. Nav.—Mort., '84..6	101¼-103	102½-102¾	101½-103	101¼-102¼	101½-102¼	100½-102½
Conv., gold, 1894....6	108-109	....-....	106¼-106¼-....-....-....
RR. loan, 1897.....6	115½-116½	116½-116½	116½-116½	116½-117	115½-115½	115-116
Gold, 1897.....6	109¾-111	111-112	111½-112½	112-113	112¾-113¾	110½-114
Cons. mort., 1911....7	116-116½	116¾-118¼	118-118	118-123	122-122	122-122½
Penna.—Mort., 1910..6	85-87	87-87	85-86	85½-86½	86-88	87½-87¾
Schuyt. Nav.—1st, '97.6	....-....	106½-106½	106½-106½	107-108	106-108	106-107
2d, 1907.....6	89¼-90	89¼-89½	89¼-90	89¼-91	90½-91½	89-92
Mort., cp., 1895.....6	67¾-67¾	68-68	....-....	....-....	....-....	68-70
Boat loan.....7	65-65	70-70	....-....	75-75	78-80-....
Susqueh.—Coup., 1918.6	59-64	65-72	70½-70½	64½-65	65-65-....
1902.....7	60-60	73-73	....-....	....-....	....-....	73-73

RAILROAD AND CANAL STOCKS IN PHILADELPHIA—1882.

STOCKS.	JANUARY	FEBR'RY.	MARCH.	APRIL.	MAY.	JUNE.	JULY.	AUGUST.	SEPT'BER	OCTOBER	NOV'BER.	DEC'BER.
	Low.High	Low.High	Low.High	Low.High	Low.High	Low.High	Low.High	Low.High	Low.High	Low.High	Low.High	Low.High
Buffalo Pittsb. & West.	17¾-21¼	14¾-19¼	15¼-18¾	15½-18¾	15½-16¾	13¾-16½	16¼-22	19¾-21½	21½-22½	19¼-22½	16-20¾	17½-19¼
Pref.....	50-50	-	23½-23½	-	-	-	25-27¾	25-25	23-28½	27-27½	-	-
Camden & Atlantic.....	25-25	30-35	29-30	-	-	35-35	-	-	-	-	-	-
Cam. & Atlantic—Pref	29½-33	35-40	34-34	35-40	40-41	40½-40½	43-45	43-50	53-58½	-	-	-
Camden & Burlington..	-	-	-	-	-	-	30-30	-	-	-	-	-
Catawissa.....	18-2½	16¾-21	18¾-21	22½-23½	22¼-22¼	19¾-21	24¼-25	24¼-24¼	22-22	20-20	20-20½	21-23½
1st pref.....	52-54½	54-54½	53-54	53½-55	55-55	53-54½	54-55	54½-55	55-50½	56-56	53-54½	53-54
2d pref.....	53-55	55-55	54-55	55-57	53½-54	52-52½	52-53½	54-54½	54-54½	53½-54	52-53½	53-53
Del. & Bound Brook..	-	130-130	-	-	-	125-125	130-130	129-130	130-130	-	-	-
East Pennsylvania.....	-	-	-	-	-	-	-	52-52	-	-	-	-
Elmira & Williamsport	-	-	-	-	41½-41½	-	-	-	41-41	41½-41	-	40½-40½
Pref.....	-	-	59-59	58-58	-	-	-	-	60-60	-	-	-
Huntingdon & Broad T	14-15	12½-14	12½-12½	11-13	11½-12	12-14½	14½-15¾	14½-14½	15¼-17½	16-18¾	14¾-17	15-16
Pref.....	25¾-29½	25½-28½	25½-26½	22-25½	24-26¾	25¾-26	25¾-28¾	27-2¾	25½-33¾	32-35	32½-35	31-33¾
Lake Shore.....	-	-	-	-	-	-	113¾-113¾	-	-	-	-	-
Lehigh Valley.....	61¼-62½	61½-62½	x60¾-62¼	60½-61½	60½-61	58¼-60¼	59½-63¼	62-63¾	62½-67¾	65½-66¾	63¼-65¾	63-65
Little Schuylkill.....	x55¼-57	56-57¼	57¼-57½	57-57½	57-58	57½-58	x56¼-57	57-57½	58-58½	57½-58¼	58-5¾	58½-59¾
Minehill.....	60-61	61-62¼	62-62½	63-63	63-63½	62½-63	61-61½	61¼-61½	61½-62¼	62¼-62¾	62¾-62¾	62¾-65
N. Y. Ontario & West'n	-	-	-	-	-	-	30½-30½	25½-25½	28½-28½	-	-	-
Nesquehoning Valley....	57½-57½	57-57½	54½-55¼	55-55	53¾-54¼	52½-54	54-55½	55¼-55½	x54½-55	53¾-54	52-53½	52½-53
Norfolk & Western	-	-	-	-	-	-	-	-	-	-	17¾-17¾	-
Pref.....	-	56¾-57	48½-55	53½-53½	53-53	-	53-57½	-	55½-58¾	54½-57½	48-48	46½-52
Norristown.....	106½-106½	106-106¼	105¾-106½	110-110	110¾-111	111-111¾	111½-111½	-	110½-111	109-111	109-110	107-109
Northern Central.....	48½-50½	48½-50½	48½-50½	49½-50½	48¾-49½	44-48¾	47-49½	49½-54½	55-57½	56-57½	54½-57	56-58
Northern Pacific.....	33¾-37½	30½-35½	28¼-38½	36¾-41½	38½-42½	38¾-42¾	41-50	48½-52½	49-54¼	42¾-49½	41-46½	42¾-47¾
Pref.....	70-77¼	66¾-74¾	67¾-80¼	75¾-80¾	77¾-80½	74¾-80½	78¾-90½	89½-97	92½-100¼	89¾-105½	80½-90½	x82¾-108¾
North Pennsylvania.....	50¾-62½	64-61	63½-64	63½-64	x63½-64	62¾-65	65-65	x63¾-64¾	64-65	65-65	64-65	63¾-64
Pennsylvania.....	50½-62¾	59¾-61¾	59¾-64	60¾-63½	x55¾-60¾	53¾-58¾	53½-62¾	61¾-62¾	62¾-65¼	63-64¾	x56¾-63¾	59-60¾
Philadelphia & Erie....	15½-20	15-17	14-16½	15-16½	13½-15	12-16½	15½-18½	17-18½	18¾-23¾	10¾-22½	19-21½	20-21¼

RAILROAD AND CANAL STOCKS IN PHILADELPHIA—1882 CONCLUDED

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STOCKS.	JANUARY	FEBR'RY	MARCH.	APRIL.	MAY.	JUNE.	JULY.	AUGUST.	SEPT'BER.	OCTOBER.	NOV'BER.	DEC'BER.
	Low.High	Low.High	Low.High	Low.High	Low.High	Low.High	Low.High	Low.High	Low.High	Low.High	Low.High	Low.High
Philadelphia & Read'g.	29½- 33½	27½- 32½	25¼- 32½	27½- 32¼	27½- 29½	26½- 30¼	27½- 31¼	23½- 31½	30½- 33¼	30 - 32½	23½- 30¼	24¼- 28
Pref.....	- -	- -	- -	- -	- -	- -	31 - 34	- -	- -	31½- 31¼	- -	- -
Philadelphia & Trent'n	- -	- -	- -	- -	- -	- -	186- 187	- -	- -	- -	192 -192	- -
Pittsb. Cin. & St. Louis	- -	- -	- -	8 - 8	- -	- -	- -	- -	- -	- -	- -	- -
St. Paul & Duluth.....	- -	28 - 28	30 - 30	28 - 30¼	- -	28 - 28	32 - 32	34 - 34½	33¼- 34	34 - 34	33 - 33	36½- 39¼
Pref.....	71 - 71	70 - 72	73 - 77	80 - 80½	75 - 81½	80 - 80	84¼- 88	87 - 87	89 - 89	92 - 95	94 - 94½	93¼- 93¼
Texas & Pacific.....	- -	- -	- -	- -	- -	- -	55½- 55½	- -	- -	- -	41½- 41½	- -
United Co.'s of N. J.....	183 -186	185 -187	x184-185¼	184¼-187¼	187¼-188¾	x184-183	185 -188¼	188 -190½	189½-193	190 -190½	188¼-190	186½-188¼
West Jersey.....	- -	- -	- -	- -	48 - 48½	46 - 46	46 - 46	- -	- -	- -	- -	- -
West Jersey & Atlantic.	- -	- -	- -	- -	27½- 27½	29 - 29	30¼- 30¼	- -	31½- 31½	- -	- -	- -
CANAL.												
Delaware Division.....	- -	- -	41 - 42	- -	- -	- -	- -	- -	- -	- -	42½- 42½	- -
Lehigh Navigation.....	42½- 43½	42½- 44	39 - 43	37½- 41½	x36¼- 39½	34¼- 39½	39½- 43	42½- 44¼	43½- 45½	42¼- 45	37 - 43	37½- 39¼
Morris, pref.....	169 -169	169 -169	- -	168 -168	170 -170	- -	- -	- -	- -	- -	- -	72 - 72
Schuylkill Nav., pref..	12¼- 13	12½- 13	12 - 13	13 - 13½	12½- 13	11½- 13	13¼- 14	13½- 13½	13½- 15	x12½- 13	12 - 12	11½- 11½

1883.

STOCKS.	JANUARY	FEBR'RY.	MARCH.	APRIL.	MAY.	JUNE.					
	Low.High	Low.High	Low.High	Low.High	Low.High	Low.High					
Allegheny Valley.....	4 - 4	5 - 5	- -	- -	- -	- -					
Buffalo Pittsb. & W.....	17½- 19½	15¼- 17½	- -	- -	- -	- -					
Pref.....	24 - 24	24 - 24	- -	- -	- -	- -					
BuT. N. Y. & Phil.....	- -	15¼- 16¼	15½- 17¼	15 - 17	14¼- 15½	13¼- 15¼					
Pref ..	- -	25 - 26	25 - 32¼	30 - 30½	23 - 29½	x26½- 29¼					

STOCKS.	JANUARY		FEBR'RY.		MARCH.		APRIL.		MAY.		JUNE.	
	Low.	High	Low.	High	Low.	High	Low.	High	Low.	High	Low.	High
Catawissa.....	22½	23½	....	- ....	22	- 23	23	- 23	24	- 24	21	- 26
1st pref.....	54	- 56	57	- 57	57½	- 59	58	- 60	58	- 58	56½	- 57
2d pref.....	53	- 53	53	- 55	55	- 56	57	- 57	57	- 57	....	- ..
Central of New Jersey.....	....	- ....	....	- ....	....	- ....	..	- ....	76½	- 79½	79½	- 88½
Dela. & Bound Brook..	130	- 131	... - ....	....	132	- 133½	135	- 135	136	- 136	..	- ...
East Pennsylvania.....	....	- ....	....	- ....	....	- ....	51	- 51	....	- ....	....	- ....
Elmira & Williamsport	40½	- 40½	....	- ....	....	- ....	....	- ....	41½	- 41½	....	- ....
Pref.....	58½	- 58½	58½	- 58½	....	- ....	....	- ....	....	- ....	....	- ....
Huntingdon & Broad T	15	- 15½	14	- 14	14	- 15	15	- 15	14½	- 14½	15	- 17½
Pref.....	29½	- 30	27½	- 27½	29	- 30¾	29½	- 29¾	-	-	28¾	- 31¾
Lehigh Valley.....	63	- 65½	64	- 65½	x64¼	- 65½	65	- 66½	65¾	- 66½	65	- 73
Pref.....	....	- ....	....	- ....	....	- ....	71	- 71	....	- ....	....	- ....
Little Schuylkill.....	x56¾	- 58¼	58½	- 59	59½	- 60	59¾	- 60½	60	- 60¼	60	- 60
Minehill.....	61	- 62	62	- 63	63	- 64	63½	- 64½	63	- 64¼	63	- 63¾
N. Y. Ontario & West'n	....	- ....	....	- ....	....	- ....	....	- ....	26	- 26	....	- ....
Nesquehoning Valley.....	53	- 54	53	- 54	x51¼	- 53	53	- 53¼	52	- 52¼	52	- 52½
Norfolk & West.—Pref.	47½	- 49¼	39¼	- 45¼	....	- ..	44¼	- 44¼	....	- ....	42½	- 42½
Norristown.....	106	- 106	105½	- 107¼	106½	- 106½	108	- 108	x07½	- 109	108½	- 108½
Northern Central.....	55	- 56	54½	- 55¼	55½	- 56	56	- 57	56¼	- 57	57¼	- 58½
Northern Pacific.....	46½	- 51¾	45	- 49½	48¼	- 51¼	49¾	- 52¾	48¼	- 51¾	50¼	- 53
Pref.....	83¾	- 87½	79½	- 85½	x33¾	- 87½	85¾	- 89½	85	- 89½	86¾	- 90½
North Pennsylvania.....	64	- 67	67	- 67	67	- 68¾	68½	- 69	66½	- 68½	67	- 67½
Pennsylvania.....	59¾	- 61¼	58¾	- 61½	60¾	- 62¾	62	- 64¾	57½	- 63¼	57¾	- 60¾
Philadelphia & Erie....	19¼	- 21½	19¾	- 20	20	- 21	20	- 20¾	18	- 18	18½	- 21½
Philadelphia & Read'g.	26¼	- 29¼	24¾	- 27¾	26½	- 27¾	26½	- 28¾	25¾	- 28¾	26¼	- 30½
Pref.....	32	- 32	....	- ....	....	- ....	32¾	- 32¾	31	- 32½	....	- ....
Phil. Wilm. & Balt.....	61¼	- 61¼	....	- ....	....	- ....	....	- ....	....	- ....	....	- ....
Philadelphia & Trent'n	....	- ....	....	- ....	190	- 190	....	- ....	191	- 191	....	- ....
St. Paul & Duluth.....	38¼	- 40¾	36½	- 36½	....	- ....	35½	- 36½	....	- ....	37½	- 37½

STOCKS.	JANUARY	FEBR'RY.	MARCH.	APRIL.	MAY.	JUNE.						
	Low.High	Low.High	Low.High	Low.High	Low.High	Low.High						
St. Paul & Duluth, pref	93 - 96	90 - 90	94 - 94 ⁵ / ₈	94 - 97 - -						
Texas & Pacific.....	.... - ....	.... - ..	.... - ....	.... - ....	34 ³ / ₄ - 37 ¹ / ₂	38 - 38						
United Co's of N. J.....	187 ¹ / ₂ -189	188 ¹ / ₄ -191	x189 -192	189 -191	191 -193	192 -193 ³ / ₈						
West Jersey.....	49 - 50	49 ³ / ₄ - 49 ³ / ₄	50 - 50	50 - 50	50 - 50 -						
West Jersey & Atlantic.	.... - ....	32 - 32	38 - 38	38 - 38	... - -						
CANAL.												
Chesapeake & Del.....	5 - 5 - - - - -						
Delaware Division.....	.... - ....	.... - ....	.... - ....	43 ¹ / ₈ - 43 ¹ / ₈	43 ¹ / ₂ - 43 ¹ / ₂ -						
Lehigh Navigation.....	38 ³ / ₈ - 41	38 ¹ / ₈ - 40 ⁵ / ₈	40 ¹ / ₂ - 42 ¹ / ₂	42 ¹ / ₈ - 44 ¹ / ₄	42 ¹ / ₄ - 44 ¹ / ₂	42 ¹ / ₄ - 45 ⁷ / ₈						
Morris, pref.....	.... - ....	.... - ....	175 -175	.... - ....	175 -175 -						
Schuylkill Navigation	6 - 6	.... - ....	6 ³ / ₈ - 6 ³ / ₈	7 - 7 ³ / ₄ - -						
Pref.....	12 - 13 ³ / ₄	13 ¹ / ₈ - 14 ³ / ₈	14 - 15 ¹ / ₂	15 ³ / ₈ - 16 ¹ / ₄	15 ¹ / ₄ - 16 ¹ / ₄	16 ¹ / ₂ - 17						
Susquehanna.....	.... - ..	.... -	.... - ....	.... - ....	13 - 13	13 - 13						

MONTHLY RANGE OF RAILROAD BONDS AND STOCKS IN BALTIMORE.

The tables following show the highest and lowest prices, monthly, of all railroad stocks and bonds sold at the Baltimore Stock Exchange.

The prices are compiled from actual sales made at the Board, and the sales of round lots only are taken as a standard, except in case of those stocks which are sold mainly in small lots, and for which no price would be obtained unless such sales of small lots were taken.

RAILROAD BONDS IN BALTIMORE—1882.

BONDS.	JANUARY	FEBR'RY.	MARCH.	APRIL.	MAY.	JUNE.	JULY.	AUGUST.	SEPT'BER.	OCTOBER.	NOV'BER.	DEC'BER.
	Low. High	Low. High	Low. High	Low. High	Low. High	Low. High	Low. High	Low. High	Low. High	Low. High	Low. High	Low. High
Alleg. Cent.—1st.....6	.... - ....	100½-100½ - - - - - - - - - - ...
Atl.&Char.—1st....7	109½-110	108½-109½	107¾-108¾	107¾-109½	110 -111	106¼-110½	107¼-109½	108¾-109¼	108 -108¾	104 -10¾	105 -107½	104 -107
Incomes.....6	.... - ....	96½- 98	.... - ....	90 - 92	.... - ....	.... - ....	85 - 85	.... - ....	.... - ....	80 - 80	... - ...	78 - 78
Atlantic & N. C.—1st....	.... - ....	.... - ....	.... - ....	110½-125 - - - - - - - -
Balt. & Ohio—1885....6	106¾-107¼	107¼-107½	108 -108½	105 -106	105¼-106½	106¼-106¾	107 -107	107¼-107½	... -	103¾-104¼	104¼-104¾	104½-104¾

RAILROAD BONDS IN BALTIMORE—1882 CONTINUED.

STOCKS.	JANUARY	FEBRUARY.	MARCH.	APRI .	MAY.	JU E.	JULY.	AUGUST.	SEPT'BER	OCTOBER.	NOV'BER	DEC'BER.
	Low. High	Low. High	Low. High	Low. High	Low. High	Low. High	Low. High	Low. High	Low. High	Low. High	Low. High	Low. High
Cent. Ohio—1st, 1890.6	108½-111	109¾-110½	107¾-108¾	108¾-109¾	110½-110¾	110 - 110½	110¾-111¼	110¾-111	108 - 109	108 - 108½	108 - 108	108 - 108
Char.Col.& Aug.—1st.7	109½-109½	....	....	....	....	109½-110	....	....	....	....	106½-108	....
2d.....	....	....	....	....	....	....	....	100¾-100¾	....	....	97½- 99¾	98¾- 99¼
Chic. & East Ill.—1st.6	101½-101½	....	102 - 110	....	....	....	....	....	....	....	....	....
Col. & Greenv.—1st 6	102 - 103½	103 - 104¼	100¼-102	101¾-103	103 - 104¾	104 - 105	101¾ 102¾	102 - 102½	100½-101	10¾-101	- ...	102½-104
2d, 1916.....	....	93 - 93	89¾- 92	88 - 88	86 - 86	....	85¼- 88	88 - 83	....	79 - 80	75 - 75	73 - 75
Mar. & Cin.—1st, '91 .7	124 - 125½	125 - 125½	123½-125½	122½-124	125 - 126½	125 - 126	120¾-128½	127½-129	127 - 128	125¾-128¼	127 - 128¼	128 - 130
1st, trust certs..	....	....	....	123½-125	....	....	....	....	....	....	....	....
1st, sterling, 1891 .7	120 - 120	122½-124½	123 - 123¼	....	....	....	....	....	....	....	....	....
Sterling, trust certs...	....	....	125 - 125	....	....	....	....	....	....	....	....	....
2d, 1896.....	103 - 106	103½-106	100½-104¼	98½-102¾	98¼-100	96 - 99½	97½-102½	100½-103	99 - 101¼	98½-102	99 - 101¼	100 - 101¾
2d, trust certs .....	....	....	102½-105	98¾-101¾	....	....	....	....	....	....	....	....
3d, 1890.....	57½- 62¼	54 - 58½	53 - 57¼	53 - 56¼	53¼- 55½	51¾- 54	53¾- 57¾	56¼- 59	56 - 58½	55½- 58¾	54 - 57¼	55 - 56¼
3d, trust certs .....	....	....	55 - 57½	53¾- 57	....	....	....	....	....	....	....	....
Norfolk& West—Gold.6	103¼-103½	103¼-103¾	....	....	....	....	....	....	....	....	....	....
North. Cent.—1885....6	105 - 103	105½-106	106 - 107	107¼-107½	108 - 108	....	105 - 105	106 - 106	105¼-106	105¼-105¾	105¼-105½	105½-106
1900, cur.....	....	117 - 117	....	116 - 116½	116½-116½	117½-117½	....	117½-117½	....	116 - 116	116½-117	116¼-116¾
Gold, 1900.....	113 - 114½	114 - 114	114¼-115½	115½-116½	....	118¼-119	115 - 116	116½-117	116 - 116½	116 - 116½	116½-116½	116¾-118½
Gold, 1904.....	111½-112½	112 - 112½	112 - 112¾	114 - 115	....	....	115 - 115½	115½-115½	....	....	114¼-116	115 - 116
1926.....	96½- 97¾	95½- 97¼	97 - 97¾	97½- 97¾	98 - 99¼	97½- 99½	96 - 97½	97 - 98½	96¾- 97¾	97½- 98	98½- 99	98¾-100½
Ohio&M—Spring.Div.7	119¼-122½	120 - 121¼	119¼-121	120 - 120½	116 - 118	116 - 120	117 - 120¼	120 - 120¾	120 - 121¼	116½ 20½	113¼-113¾	114¼-115
Petersburg—1st.....	5	....	....	....	....	....	87¾- 87¾	....	....	....	....	....
Pittsb.&Con.—1st.'98.7	121 - 121½	121 - 122	122 - 123	123½-124½	124 - 125	123½-124	121½-121½	120¾-121½	121½-122	121 - 121½	121 - 122	122 - 123
1st.....	....	....	....	....	....	....	....	....	....	....	....	....
Rich. & Danv.—1885.6	103 - 103	....	....	....	....	....	....	....	....	....	....	....
Gold.....	102 - 105	105½-105¾	100 - 101	100 - 100	100 - 101	100 - 100¾	99½-100	99¾-100	100 - 100	94¾- 94¾	94 - 94½	....
Debenture.....	....	....	....	....	....	....	68½- 68½	....	....	62½- 62½	....	....
1890.....	105½-106½	106¾-106¾	104 - 105	105 - 105
Roch. & Pittsb.—Inc..6	40 - 40	45 - 45

RAILROAD BONDS IN BALTIMORE—1882 CONCLUDED.

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BONDS.	JANUARY		FEBR'RY.		MARCH.		APRIL.		MAY.		JUNE.		JULY.		AUGUST.		SEPT'BER.		OCTOBER.		NOV'BER.		DEC'BER.		
	Low.	High	Low.	High	Low.	High	Low.	High	Low.	High	Low.	High	Low.	High	Low.	High	Low.	High	Low.	High	Low.	High	Low.	High	
Sand.M.&N.—New 1st.7	..	-	....	-	....	-	....	-	....	-	....	-	....	-	....	-	....	-	113¼	-113¼	....	-	....	-	....
South Side—2d.....6	101½	-102	...	-	....	-	....	-	102¼	-102¼	....	-	....	-	....	-	....	-	....	-	....	-	....	-	....
3d.....6	....	-	....	-	....	-	103½	-103½	....	-	....	-	....	-	....	-	....	-	....	-	....	-	....	-	....
Union RR—End.by C.Co	....	-	....	-	113	-113	115	-116	116	-117	....	-	....	-	....	-	116½	-116½	....	-	....	-	....	-	....
Virginia Mid.—1st.....6	....	-	115	-115	111	-111	109	-109	110	-110	112	-113	114	-114	....	-	....	-	....	-	111	-111	112	-112	....
2d.....6	109¾	-111	111	-111	107	-108	107	-107½	108	-109¼	108½	-109¼	109¼	-110	110	-111	107½	-108	107	-108	108	-108	107	-108½	....
3d.....5-6	95	-95	95	-95	....	-	....	-	90	-90¾	93	-93	....	-	....	-	....	-	....	-	....	-	....	-	....
4th.....3-4-5	55	-55	55	-55	....	-	50¼	-50¼	50	-52½	50	-52½	52	-54	....	-	53	-53½	53	-54	....	-	....	-	....
5th.....5	98	-98½	98	-98½	91½	-94	92½	-93¼	93	-94¼	94½	-95	95	-97	96	-97½	93¾	-95¼	93¼	-94	93	-94	93½	-93½	....
Income.....6	....	-	83	-86	95	-95	....	-	67	-67	60	-70	70	-74¼	73	-74¼	....	-	50	-56½	54	-56	56	-56	....
Va. & Tenn.—2d, '84.6	101½	-101½	101	-101	101	-101½	101¾	-102	..	-	102¾	-104	101½	-101½	101¼	-101½	101½	-101¾	101¾	-101¾	....	-	103	-103	....
8s.....	....	-	125	-125	120	-120	124	-124	124	-126	....	-	....	-	....	-	....	-	123	-123	....	-	125	-125	....
West.Md.—1st, gu.'90 6	....	-	....	-	109	-114½	....	-	114½	-114½	....	-	....	-	116	-118	....	-	....	-	....	-	....	-	....
1st, 1890, not guar.6	....	-	....	-	....	-	....	-	111	-113	114	-114¼	....	-	....	-	....	-	109	-109	109½	-109½	111¼	-112	....
2d, guar., 1890.....6	....	-	116	-120	114½	-114½	....	-	....	-	....	-	....	-	....	-	....	-	....	-	....	-	....	-	....
2d, pref., 1895.....6	106	-106½	105¼	-105½	106	-106	....	-	....	-	107½	-107½	106½	-100½	107½	-107½	108½	-108½	....	-	102	-102	....	-	....
Guar., Wash.Co., '95 6	....	-	113	-113	....	-	....	-	113½	-113½	....	-	....	-	115	-118	....	-	116	-116	....	-	....	-	....
3d, guar., 1900.....6	....	-	128	-128	125½	-125½	128	-128	....	-	....	-	....	-	129	-129	....	-	127½	-127½	125	-125	127	-127	....
W. Col. & Aug.—1910.6	108½	-110	109½	-109½	109½	-110	108	-109¾	109¾	-112	..	-	108¼	-109	108¼	-109	108	-108	107	-108	107¼	-108½	105½	-106½	....

1883.

BONDS.	JANUARY		FEBR'RY.		MARCH.		APRIL.		MAY.		JUNE.							
	Low.	High	Low.	High	Low.	High	Low.	High	Low.	High	Low.	High						
Atl.&Char.—1st.....7	103	-104½	104½	-107½	106½	-107¼	106¼	-108	108¼	-108¾	10½	-109¾						
Incomes.....6	75	-75	76	-76½	77	-77½	....	-	....	-	....	-			

BONDS.	JANUARY		FEBRUARY		MARCH		APRIL		MAY		JUNE	
	Low	High	Low	High	Low	High	Low	High	Low	High	Low	High
Balt. & Ohio—1885... 6	104 $\frac{1}{2}$	105	105 $\frac{1}{4}$	105 $\frac{1}{4}$	105	105 $\frac{1}{2}$	103 $\frac{1}{4}$	103 $\frac{3}{4}$	103 $\frac{1}{2}$	104	103 $\frac{1}{2}$	104
Cent. Ohio—1st, 1890. 6	109 $\frac{1}{2}$	110	110 $\frac{1}{2}$	111	108	109	108 $\frac{1}{2}$	109	109 $\frac{1}{4}$	109 $\frac{3}{4}$	109 $\frac{1}{4}$	110 $\frac{1}{4}$
Carolina Cent.—1st.... 5	....	....	100	100	....	....	....	....	....	....	....	....
Char. Col. & N.—1st. 7	109	109	....	....	110 $\frac{1}{4}$	110 $\frac{1}{4}$	....	....	110	111	109 $\frac{1}{2}$	110 $\frac{1}{2}$
2d..... 7	....	....	102 $\frac{1}{2}$	102 $\frac{1}{2}$	102 $\frac{1}{2}$	102 $\frac{1}{2}$	99 $\frac{3}{4}$	99 $\frac{3}{4}$	....	....	99	99
Col. & Greenv.—1st 6	99 $\frac{1}{4}$	101 $\frac{1}{4}$	101 $\frac{1}{2}$	101 $\frac{1}{2}$	101 $\frac{1}{2}$	101 $\frac{1}{2}$	101 $\frac{1}{2}$	104 $\frac{1}{2}$	104 $\frac{1}{2}$	104 $\frac{1}{2}$	104 $\frac{1}{2}$	104 $\frac{1}{2}$
2d, 1926..... 6	72 $\frac{1}{2}$	73	73	77 $\frac{3}{4}$	78	83 $\frac{1}{2}$	80 $\frac{1}{4}$	81	80	81 $\frac{1}{2}$	81 $\frac{1}{4}$	81 $\frac{3}{4}$
Ga. Pac.—1st, 1922.... 6	....	....	....	....	....	....	85 $\frac{1}{2}$	86	86	87 $\frac{1}{2}$	87 $\frac{1}{4}$	87 $\frac{3}{4}$
Mar. & Cin.—1st, '91. 7	129 $\frac{1}{2}$	131 $\frac{1}{2}$	130 $\frac{1}{4}$	133 $\frac{1}{4}$	132	132 $\frac{1}{2}$	131 $\frac{1}{2}$	132 $\frac{3}{4}$	131 $\frac{1}{2}$	133 $\frac{1}{2}$	132 $\frac{1}{2}$	134
2d, 1896..... 7	99 $\frac{1}{4}$	101 $\frac{1}{2}$	100 $\frac{3}{4}$	105	104 $\frac{1}{4}$	105 $\frac{1}{4}$	104 $\frac{1}{2}$	105 $\frac{1}{4}$	100	105 $\frac{1}{2}$	100 $\frac{1}{2}$	105 $\frac{1}{2}$
3d, 1890..... 8	53 $\frac{1}{2}$	55 $\frac{1}{4}$	53 $\frac{3}{4}$	56	53	54 $\frac{1}{2}$	53 $\frac{3}{4}$	55 $\frac{1}{2}$	49 $\frac{3}{4}$	54 $\frac{3}{8}$	50 $\frac{1}{2}$	53 $\frac{1}{2}$
North. Cent.—1885.... 6	102 $\frac{1}{2}$	103 $\frac{1}{2}$	103 $\frac{1}{4}$	103 $\frac{3}{4}$	104	105	....	....	104 $\frac{1}{2}$	105	105 $\frac{1}{2}$	105 $\frac{1}{2}$
1900, cur..... 6	....	....	....	....	117 $\frac{1}{2}$	118	114 $\frac{1}{2}$	114 $\frac{1}{2}$	116	117	117	118
Gold, 1900..... 6	114 $\frac{1}{2}$	115 $\frac{1}{2}$	114 $\frac{1}{2}$	115	114 $\frac{3}{4}$	116	115 $\frac{1}{2}$	117	117	118	119 $\frac{1}{2}$	120 $\frac{1}{4}$
Gold, 1904..... 6	112 $\frac{1}{2}$	113	113 $\frac{1}{2}$	114	114	114	115	116	....	....	116	117 $\frac{1}{2}$
Gold, 1926, ser. A.... 5	99 $\frac{1}{2}$	99 $\frac{3}{4}$	99 $\frac{3}{4}$	100 $\frac{1}{2}$	100 $\frac{1}{2}$	101	99 $\frac{3}{4}$	100	99	99 $\frac{3}{4}$	99	101
Gold, 1926, ser. B.... 5	95 $\frac{1}{2}$	96	95 $\frac{1}{2}$	95 $\frac{1}{2}$	95 $\frac{1}{2}$	95 $\frac{7}{8}$	95 $\frac{1}{2}$	96	95 $\frac{1}{2}$	95 $\frac{3}{4}$	95 $\frac{3}{4}$	98
Ohio & M.—Spring Div. 7	114 $\frac{1}{4}$	115 $\frac{1}{2}$	115	118	117 $\frac{1}{4}$	117 $\frac{1}{2}$	117 $\frac{1}{2}$	120 $\frac{1}{2}$	116 $\frac{3}{4}$	119 $\frac{1}{4}$	118 $\frac{1}{2}$	120
Petersburg—Class A... 5	87	87	....	....	....	....	....	....	....	....	90	90
Pittsb. & Con.—1st, '98. 7	119 $\frac{1}{2}$	120 $\frac{1}{4}$	121	122	121 $\frac{1}{4}$	122	121 $\frac{1}{2}$	122	122	123	123 $\frac{1}{2}$	123 $\frac{1}{2}$
Rich. & Danv.—1885. 6	....	....	....	....	102 $\frac{1}{4}$	102 $\frac{1}{4}$	....	....	100 $\frac{1}{4}$	100 $\frac{1}{4}$	....	....
Gold..... 6	93 $\frac{3}{4}$	95 $\frac{1}{2}$	93	93 $\frac{1}{2}$	94 $\frac{1}{2}$	94 $\frac{1}{2}$	95 $\frac{1}{2}$	95 $\frac{1}{2}$	....	....	99 $\frac{3}{8}$	99 $\frac{1}{4}$
1890..... 6	104 $\frac{1}{2}$	105 $\frac{1}{2}$	....	....	....	....	....	....	....	....	....	....
South Side—2d..... 6	100	100	....	....	....	....	102	102	104	104	....	....
Union RR—End by C. Co	-	-	117 $\frac{1}{2}$	117 $\frac{1}{2}$	117	117 $\frac{3}{4}$	118	118	118	118	118	118
Va. Mid.—1st series.... 6	111 $\frac{1}{4}$	112	112	114	109	100	111	112	111 $\frac{1}{2}$	114	113	113
2d series..... 6	107 $\frac{1}{2}$	109	108	111	107	107	107	108	108	108 $\frac{1}{2}$	108 $\frac{1}{2}$	110
3d series..... 5-6	90	91	96	96	92 $\frac{1}{2}$	93	92 $\frac{1}{2}$	92 $\frac{1}{2}$	93	93	92 $\frac{1}{2}$	92 $\frac{1}{2}$
4th series..... 3-4-5	50	50	54	54	....	....	53 $\frac{1}{4}$	53 $\frac{1}{4}$	52 $\frac{1}{2}$	52 $\frac{1}{2}$	....	....

RAILROAD STOCKS IN BALTIMORE—1882.

STOCKS.	JANUARY	FEBR'RY.	MARCH.	APRIL.	MAY.	JUNE	JULY.	AUGUST	SEPT'BER.	OCTOBER.	NOV'BER.	DEC'BER.
	Low. High	Low. High	Low. High	Low. High	Low. High	Low. High	Low. High	Low. High	Low. High	Low. High	Low. High	Low. High
Atlanta & Charlotte...	80 - 82½	76 - 85	70 - 76	72 - 74½	70½ - 72	65 - 107½	70½ - 76½	75½ - 76½	.... - ....	65¼ - 68½	62½ - 63½	62 - 64½
Balt. & Ohio	195 - 195½	195 - 195	190 - 198	197 - 198	193 - 196	193 - 194	195¼ - 195¼	194 - 196	195 - 195	193 - 199	193 - 193½	195 - 202
1st pref.....	125 - 126	126½ - 126½	126 - 120	.... - ....	125 - 126	126½ - 126½	.... - ....	125 - 120	127 - 127	128 - 128	.... - ....	128 - 129
2d pref	120 - 121	121 - 121	122 - 122	120½ - 120½	120 - 123	121 - 124	120 - 121	.... - ....	122 - 122	122 - 123	123½ - 123½	123½ - 123½
Central Ohio	50 - 50	44 - 47	40 - 47	46½ - 47	46½ - 47	46½ - 46½	.... - ....	46 - 46½	47 - 48	.... - ....	48 - 48	50¼ - 50¼
Pref.....	.... - ....	.... - ....	.... - ....	.... - ....	.... - ....	.... - ....	.... - ....	.... - ....	.... - ....	51½ - 52	55 - 55	54½ - 54½
Char. Col. & Augusta...	66¼ - 66¼	68 - 74½	50 - 50	53¼ - 53¼	42 - 42	.... - ....	40 - 54¼	52¼ - 57¼	53 - 55½	38 - 43½	35 - 43	36½ - 37½
Norfolk & Western .....	.... - ....	.... - ....	.... - ....	.... - ....	.... - ....	.... - ....	20 - 20 - - - - -
Pref.....	.... - ....	55½ - 55½	59¼ - 59¼	.... - ....	.... - ....	.... - ....	56 - 50	.... - ....	.... - ....	.... - ....	51 - 51	51¼ - 51¼
Northern Central	48 - 50½	48¾ - 50¾	48¾ - 50½	49½ - 50	48¾ - 49¾	44 - 48½	47 - 50	49½ - 54¼	54 - 57½	56 - 57½	54½ - 57½	56½ - 57¼
Parkersburg Branch .....	.... - ....	8 - 8	7 - 10	9 - 12	10 - 10	10 - 11	10 - 10½	.... - ....	.... - ....	8 - 9	8½ - 9 -
Phil. Wilm. & Balt.....	.... - ....	.... - ....	.... - ....	.... - ....	61½ - 64	.... - ....	.... - ....	.... - ....	61 - 61 - - -
Rich. & Alleghany.....	29¼ - 40¼	26½ - 31	.... - ....	23½ - 23½	.... - ....	.... - ....	.... - ....	.... - ....	20 - 21	.... - ....	16 - 16	14 - 18
Virginia Mid.—1st pref	125 - 132	140 - 150	130 - 130	.... - ....	.... - ....	100 - 100	100 - 110	120 - 125	100 - 100	.... - ....	.... - ....	70 - 70
2d pref.....	.... - ....	150 - 150	130 - 130	.... - ....	.... - ....	.... - ....	.... - ....	.... - ....	.... - ....	.... - ....	.... - ....	70 - 70
Common.....	70 - 115	130 - 135	115 - 115	.... - ....	.... - ....	.... - ....	81 - 100	100 - 100 - - - -
New .....	.... - ....	70 - 70	40 - 60	50 - 50	.... - ....	.... - ....	40 - 41	51 - 51 - - - -
Wilm. Col. & Augusta..	.... - ..	100 - 100	99½ - 100	.... - ...	100 - 100	108 - 108	98 - 98	.... - ....	.... - ....	.... - ....	95½ - 95½	91 - 92
Wes ern Maryland.....	14 - 15	14¾ - 14¾	.... -	15½ - 19	17 - 17½	16½ - 18	16½ - 17	16 - 16½	15¼ - 16	16¼ - 17¼	16½ - 16½	16 - 16

1883.

STOCKS.	JANUARY	FEBR'RY.	MARCH.	APRIL.	MAY.	JUNE.						
	Low. High	Low. High	Low. High	Low. High	Low. High	Low. High						
Atlanta & Charlotte...	58 - 62¼	60 - 63½	61 - 61½	60½ - 67	67 - 69	67 - 68½						
Balt. & Ohio	200 - 200	200 - 200	198 - 200	200 - 205	199 - 200	198 - 199						

STOCKS.	JANUARY	FEBR'RY.	MARCH.	APRIL.	MAY.	JUNE.
	Low. High	Low. High	Low. High	Low. High	Low. High	Low. High
Baltimore & Ohio—						
Scrip.....	.... - ....	190 -190	.. - ..	193 -193 - -
1st pref.....	121 -121	130 -130	129 -130	130 -130	129½-130	130 -130
2d pref . . .	122 -122	125 -125	125 -125	127 -127	126 -127¼	128 -128
Central Ohio.....	50 - 52	50 - 51	50 - 55	50 - 53	50¾- 52¼	51½- 51½
Pref.....	53¾- 53¾	.... - ...	.... - ....	53¼- 55	54¼- 55 -
Char. Ccl. & Augusta...	28 - 35	30 - 31	29½- 32½	37 - 37	34 - 36	30 - 32
Norfolk & West.—Pref..	.... - ....	40 - 40 - - - -
Northern Central	54½- 55½	54½- 56¼	55¾- 56	56 - 56¾	56¼- 57	58 - 58½
Ohio & Miss.—Pref.....	.... - ....	9¼ - 94 - - - -
Parkersburg Branch...	.... - ..	8½- 8½	8½- 9	8½- 8½	9 - 9 -
Rich. & Allegheny.....	.... - ....	.... - ....	12 - 12	14 - 15 - -
Richmond & Danville..	15 - 15 - - - - -
Virginia Mid.—1st pref	60 - 60	.... - ....	.... - ...	.... - ....	.... - ...	70 - 70
2d pref.....	60 - 60 - - - - -
Wilm. Col. & Augusta..	90 - 91½	.... - ....	82½- 85	.... - ....	90 - 90	95 - 95
Western Maryland.....	15 - 15½	14½- 14½	13 - 14	14 - 14½	13 - 13½	13 - 13

YEARLY RANGE IN PRICES OF ACTIVE STOCKS.

The extreme fluctuations in the prices of active stocks for two and a half years past are shown in the tables presented below, on this and following pages. This range for so long a period will be found the more complete and interesting, inasmuch as the precise date is given in each year when the highest and lowest point was touched.

STOCKS.	Year 1881.		Year 1882.		January 1 to July 1, 1883.	
	Lowest.	Highest.	Lowest.	Highest.	Lowest.	Highest.
NEW YORK.						
<i>RAILROADS.</i>						
Albany & Susquehanna.....	120 Jan. 5	135 Dec. 14	126 Dec. 28	135 Mar. 21	128 Feb. 14	132½ June 7
Burlington Cedar Rapids & Northern...	69 Feb. 24	90 May 26	67 June 10	85½ Feb. 2	80 Mar. 28	83 Jan. 5
Canadian Pacific.....					58¼ Feb. 23	65½ May 3
Canada Southern.....	50 Dec. 27	90 Jan. 14	44 Feb. 23	73 Nov. 13	63¼ May 21	71¾ Jan. 19
Cedar Falls & Minnesota.....	16 Jan. 18	40½ June 20	14 Nov. 27	30 July 24	12 Feb. 27	17½ June 18
Central Iowa.....	31 Feb. 5	45 May 23	27 July 19	37¼ Jan. 4	25 Jan. 9	28 Jan. 3
Central of New Jersey.....	82½ Jan. 4	112 Feb. 17	63¼ Nov. 22	97½ Feb. 20	68¼ Jan. 3	89 June 15
Central Pacific.....	80½ Feb. 25	102½ June 18	82¾ Nov. 22	97½ July 28	71¼ May 22	88 Jan. 5
Chesapeake & Ohio.....	20¾ Jan. 19	33½ May 14	19½ Mar. 9	27 July 22	19 June 20	23¾ Jan. 20
Do 1st pref.....	32¾ Jan. 12	48¼ May 14	27¼ Apr. 18	41½ Sept. 15	28½ May 22	35½ Jan. 20
Do 2d pref.....	23 Jan. 25	36½ May 14	21 Mar. 9	29 Sept. 15	21½ May 28	27 Jan. 22
Chicago & Alton.....	127 Aug. 20	156 Jan. 5	127½ Mar. 11	145½ Aug. 16	130 Feb. 20	137¼ Jan. 22
Do pref.....	140 Mar. 23	153 Jan. 7	130 Apr. 12	146 Aug. 22	140 Feb. 10	145 Feb. 14
Chicago Burlington & Quincy.....	133½ Dec. 27	182½ Jan. 17	120½ Nov. 25	141 Aug. 9	115¾ Feb. 20	129¾ Apr. 13
Chicago Milwaukee & St. Paul.....	101½ Feb. 25	129¼ June 6	96½ Nov. 25	128¼ Sept. 9	97½ Feb. 20	108½ Jan. 20
Do do pref.....	116¾ Oct. 12	140 May 26	114½ Nov. 25	144¼ Sept. 8	116¾ Feb. 7	122 Jan. 9
Chicago & Northwestern.....	117 Feb. 25	136 Jan. 19	124 Jan. 4	150¾ Sept. 12	128½ Feb. 2	140½ Apr. 13

YEARLY RANGE IN PRICES OF ACTIVE STOCKS.

STOCKS.	Year 1881.		Year 1882.		January 1 to July 1, 1883.	
	Lowest.	Highest.	Lowest.	Highest.	Lowest.	Highest.
Chicago & Northwestern, pref.....	131 ¹ / ₂ Feb. 26	147 ¹ / ₂ Jan. 17	136 Apr. 10	175 Aug. 16	143 Feb. 20	157 Apr. 13
Chicago Rock Island & Pacific.....	129 Feb. 26	148 ⁵ / ₈ May 21	122 Nov. 24	140 ³ / ₄ Aug. 11	118 Feb. 21	127 ¹ / ₄ Jan. 5
Chicago St. Louis & Pittsburg.....	.....	.....	.....	.....	18 May 31	22 Apr. 21
Do pref.....	.....	.....	.....	.....	54 Apr. 26	57 ³ / ₄ May 16
Chicago St. Paul Minneapolis & Omaha.....	33 ¹ / ₂ Dec. 23	51 Jan. 22	29 ³ / ₄ Feb. 23	58 ³ / ₄ Dec. 14	44 May 21	55 Jan. 18
Do do pref.....	91 Feb. 25	109 ¹ / ₂ Jan. 24	97 ¹ / ₂ Feb. 24	117 Dec. 14	102 ¹ / ₂ May 21	113 ³ / ₄ Jan. 5
Cincinnati Sandusky & Cleveland.....	41 ¹ / ₂ Feb. 1	68 ¹ / ₄ June 22	44 Mar. 9	62 Oct. 19	38 May 12	49 ¹ / ₂ Mar. 9
Cleveland Columbus Cincinnati & Ind..	81 Feb. 25	101 ³ / ₄ May 23	65 ¹ / ₂ June 7	91 ³ / ₄ July 24	67 ¹ / ₄ May 17	84 Jan. 5
Cleveland & Pittsburg guar.....	127 ¹ / ₄ Jan. 29	142 May 10	133 Jan. 7	140 July 27	129 ¹ / ₂ June 2	142 Jan. 26
Columbia & Greenville pref.....	82 Dec. 30	95 ¹ / ₈ Dec. 15	50 Oct. 13	104 Feb. 2	31 Feb. 26	68 ¹ / ₂ May 9
Columbus Chicago & Indiana Central...	18 ³ / ₄ Aug. 20	32 ⁷ / ₈ May 20	3 ⁷ / ₈ Dec. 27	21 ⁷ / ₈ Jan. 7	3 ¹ / ₄ Jan. 20	7 ¹ / ₄ Mar. 5
Columbus Hocking Valley & Toledo.....	.....	.....	66 Dec. 22	68 Oct. 26	.....	.....
Delaware Lackawanna & Western.....	107 Jan. 4	131 Mar. 9	116 ¹ / ₄ Apr. 24	150 ¹ / ₄ Sept. 12	118 ¹ / ₈ Feb. 16	131 ¹ / ₂ Apr. 13
Denver & Rio Grande.....	66 Dec. 17	113 ¹ / ₄ June 7	38 ¹ / ₄ Nov. 22	74 ⁵ / ₈ Jan. 20	39 ⁷ / ₈ Jan. 2	51 ¹ / ₂ May 3
Dubuque & Sioux City.....	76 ¹ / ₂ Apr. 8	88 June 14	82 Apr. 15	96 ¹ / ₂ Aug. 3	81 ¹ / ₂ June 5	92 Mar. 12
East Tennessee Virginia & Georgia	13 Sept. 22	21 Aug. 4	8 June 12	16 Jan. 14	8 ¹ / ₂ Feb. 21	11 ¹ / ₄ Apr. 13
Do do pref.....	23 Dec. 23	33 Aug. 6	15 ¹ / ₂ June 7	26 ¹ / ₂ Jan. 18	14 ³ / ₈ Feb. 20	23 Apr. 14
Fort Worth & Denver City.....	.....	.....	29 ¹ / ₂ Dec. 12	42 ⁵ / ₈ Oct. 16	30 Jan. 2	33 ⁷ / ₈ Jan. 19
Green Bay Winona & St. Paul.....	12 ¹ / ₂ Dec. 31	12 ¹ / ₂ Dec. 31	6 Nov. 23	16 Jan. 18	5 Feb. 9	10 ⁷ / ₈ Apr. 12
Hannibal & St. Joseph.....	44 ³ / ₄ Jan. 4	350 Sept. 16	45 Dec. 20	110 Feb. 8	38 Mar. 6	46 ³ / ₄ Jan. 17
Do pref.....	94 Feb. 26	121 Sept. 17	72 Dec. 2	111 ¹ / ₄ Jan. 9	72 Jan. 3	97 ³ / ₄ May 5
Harlem.....	197 Jan. 8	250 May 23	196 Dec. 15	108 June 2	194 Apr. 13	200 Jan. 29
Houston & Texas Central.....	63 Feb. 26	106 June 18	61 Mar. 11	92 ¹ / ₂ July 25	67 June 28	82 ¹ / ₂ Apr. 5
Illinois Central.....	124 Jan. 4	146 ¹ / ₂ May 21	127 ³ / ₄ Jan. 4	150 ¹ / ₂ Oct. 18	132 June 26	148 June 14
Indiana Bloomington & Western.....	38 ¹ / ₂ Aug. 18	57 ¹ / ₂ May 19	30 Nov. 21	49 ¹ / ₂ Sept. 15	25 May 17	35 ¹ / ₂ Apr. 9
Keokuk & Des Moines.....	14 Jan. 10	36 ¹ / ₄ June 2	12 June 17	19 ⁵ / ₈ July 25	.....	.....
Do pref.....	41 Jan. 4	56 Jan. 27	20 Mar. 21	49 Jan. 19	.....	.....
Lake Erie & Western.....	32 Dec. 27	65 ³ / ₄ June 2	23 ¹ / ₂ June 12	45 July 26	26 Feb. 16	33 ¹ / ₄ Jan. 18
Lake Shore.....	112 ⁵ / ₈ Dec. 31	135 ³ / ₄ Jan. 20	98 June 6	120 ¹ / ₈ Mar. 30	106 ⁵ / ₈ Feb. 16	114 ⁷ / ₈ Jan. 18
Long Island.....	44 June 4	63 June 30	49 ¹ / ₂ Feb. 24	65 Sept. 15	60 Jan. 2	86 ³ / ₄ June 30
Louisiana & Missouri River.....	16 ¹ / ₂ Jan. 26	38 Feb. 21	14 ⁷ / ₈ June 26	24 Mar. 30	13 ¹ / ₂ June 9	13 ¹ / ₂ June 9
Do do pref.....	42 June 22	48 June 23	.....	.....	.....	.....
Louisville & Nashville.....	79 Feb. 25	110 ¹ / ₂ May 18	46 ¹ / ₂ Nov. 9	100 ³ / ₄ Jan. 3	47 ³ / ₈ May 21	58 ¹ / ₂ Jan. 20
Louisville New Albany & Chicago.....	50 Oct. 27	117 ¹ / ₂ June 11	57 June 5	78 Sept. 20	39 ¹ / ₂ June 20	68 Jan. 5
Manhattan Railway.....	15 ¹ / ₄ Aug. 9	59 ¹ / ₂ Nov. 18	40 Oct. 19	60 ¹ / ₈ Feb. 11	40 Mar. 21	53 ⁷ / ₈ Feb. 9

YEARLY RANGE IN PRICES OF ACTIVE STOCKS.

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STOCKS.	Year 1881.		Year 1882.		January 1 to July 1, 1883.	
	Lowest.	Highest.	Lowest.	Highest.	Lowest.	Highest.
Manhattan Railway, 1st pref.....	.....	.....	82 Dec. 8	98½ Jan. 28	81½ Apr. 5	90 Jan. 18
Do common.....	.....	.....	40 Oct. 19	56 Aug. 11	44½ May 2	53 Feb. 10
Manhattan Beach Co.....	18 Oct. 10	59¾ May 26	15 Nov. 24	37 Mar. 30	15 Feb. 21	30¾ June 30
Memphis & Charleston.....	41 Feb. 18	93 June 13	42¼ Nov. 25	82¾ Jan. 18	36 Feb. 19	55 Jan. 8
Metropolitan Elevated.....	77¾ Sept. 5	126 Feb. 14	77 Nov. 9	93 Oct. 4	76 May 17	93 June 21
Michigan Central.....	84¾ Dec. 27	126½ Jan. 20	77 Apr. 18	105 Sept. 23	90 Feb. 20	100¾ Jan. 19
Milwaukee Lake Shore & Western.....	.....	.....	13 Dec. 8	21 Nov. 6	10 June 11	18 Jan. 4
Do do pref.....	42 Mar. 22	64¾ June 2	41¾ Mar. 11	58¼ Aug. 15	42 Mar. 5	48½ Jan. 20
Minneapolis & St. Louis.....	23 Nov. 15	30½ Nov. 29	19 Mar. 6	36¾ Sept. 7	22¾ Feb. 20	30¾ Jan. 18
Do do pref.....	62½ Dec. 15	70¾ Nov. 30	59 Feb. 25	77 Sept. 11	52 Feb. 20	48½ Jan. 18
Missouri Kansas & Texas.....	34¾ Dec. 27	54 May 21	26¾ Mar. 11	42½ Aug. 2	27½ May 18	34¾ Jan. 18
Missouri Pacific.....	85 Jan. 28	114½ June 14	86¾ Apr. 21	112½ Sept. 12	97¾ Feb. 26	106¾ Apr. 9
Mobile & Ohio.....	18¼ Feb. 26	39¾ June 23	12 June 6	35¾ Jan. 21	14¾ June 28	19½ Jan. 5
Morris & Essex.....	118 Feb. 25	131 June 3	119¾ Mar. 13	128 Aug. 14	120 Feb. 15	129¼ June 11
Nashville Chattanooga & St. Louis.....	63 Jan. 6	102 Mar. 21	47 Nov. 22	87½ Jan. 14	50½ May 17	64¾ Jan. 22
New York Central & Hudson.....	130¼ Dec. 31	155 Jan. 3	123½ May 1	138 Aug. 4	118½ June 26	129½ Mar. 10
New York Chicago & St. Louis.....	.....	.....	10½ May 25	17¾ Oct. 27	10 Feb. 2	15½ Jan. 5
Do do pref.....	.....	.....	27 May 27	37¾ Aug. 30	23 Feb. 7	35 Jan. 4
New York Elevated.....	96 Aug. 25	130½ Feb. 15	100 May 15	109½ Jan. 27	101 Jan. 13	105 Feb. 16
New York Lake Erie & Western.....	39¾ Dec. 27	52¾ Jan. 15	33¼ June 7	43¾ Oct. 10	33¾ May 18	40¾ Jan. 18
Do do pref.....	80½ July 27	96½ Nov. 29	67 Mar. 8	88¼ Dec. 19	75 Feb. 19	83 Jan. 5
New York New Haven & Hartford.....	164¼ Mar. 25	190 June 13	168 Feb. 17	186 Nov. 20	169 Jan. 16	183 May 28
New York Ontario & Western.....	25¾ Dec. 27	43½ Feb. 2	20½ June 9	31¾ July 28	24¾ Mar. 2	28¾ Apr. 14
New York Susquehanna & Western.....	.....	.....	.....	.....	6½ May 18	8¾ May 10
Do do pref.....	.....	.....	.....	.....	18 June 2	21¾ May 10
Norfolk & Western.....	23½ July 14	26½ Nov. 14	16 Oct. 31	24 Feb. 27	10 Apr. 26	18 Jan. 8
Do pref.....	53 Aug. 26	70 May 26	44¼ Mar. 8	60 Sept. 12	37½ Feb. 26	49¾ Jan. 20
Northern Pacific.....	32¾ Jan. 13	51 Mar. 17	28¾ Mar. 9	54¾ Sept. 13	44¾ Feb. 20	53½ June 14
Do pref.....	64¾ Jan. 25	88½ June 24	66¾ Feb. 23	100¾ Sept. 14	79¾ Feb. 20	90¾ June 14
Ohio Central.....	21 Dec. 21	37¾ May 21	11¾ June 7	25¾ Jan. 14	9½ Feb. 16	14¼ Apr. 13
Ohio & Mississippi.....	35 Dec. 23	60 Sept. 9	27 Feb. 23	42 July 18	29 Feb. 14	36¾ Apr. 13
Do pref.....	97¾ Jan. 8	126 May 21	90¾ Mar. 9	112 Aug. 4	96 Feb. 16	112½ June 13
Ohio Southern.....	18 Oct. 12	37½ June 10	11 Dec. 29	23½ Jan. 16	10 Feb. 2	14¾ Apr. 24
Oregon & Trans-Continental.....	64 Dec. 23	83 Dec. 16	60 Jan. 30	98¾ Sept. 25	79 Feb. 20	89 Jan. 19
Panama.....	190 Oct. 17	200 Oct. 13	165 July 28	204 May 9	100 May 2	100 May 2

YEARLY RANGE IN PRICES OF ACTIVE STOCKS.

STOCKS.	Year 1881.		Year 1882.		January 1 to July 1, 1883.	
	Lowest.	Highest.	Lowest.	Highest.	Lowest.	Highest.
Peoria Decatur & Evansville.....	27 ¹ / ₄ Jan. 4	57 ¹ / ₄ June 22	23 Nov. 24	39 ³ / ₄ July 26	16 ¹ / ₂ May 22	28 Jan. 18
Philadelphia & Reading.....	50 Feb. 25	74 ³ / ₄ Oct. 4	46 ³ / ₄ Nov. 22	67 ¹ / ₂ Jan. 7	49 ⁵ / ₈ Feb. 20	61 ¹ / ₈ June 15
Pittsburg Fort Wayne & Chicago.....	127 Jan. 19	142 May 17	130 June 27	139 Sept. 9	130 May 31	138 Jan. 16
Rensselaer & Saratoga.....	130 Jan. 7	146 June 10	131 ¹ / ₂ July 20	144 Nov. 23	13 ^c / ₂ Jan. 3	145 ¹ / ₂ June 4
Richmond & Allegheny.....	35 Oct. 10	80 June 23	13 Dec. 19	40 Jan. 5	5 June 27	15 ¹ / ₂ Apr. 16
Richmond & Danville.....	99 ¹ / ₂ Oct. 20	171 Dec. 29	52 Nov. 21	250 Feb. 7	47 Jan. 13	67 ⁸ / ₈ May 9
Richmond & West Point.....	122 Nov. 28	174 ¹ / ₂ Dec. 31	23 Nov. 4	263 Feb. 15	21 Feb. 16	39 June 2
Rochester & Pittsburg.....	22 Dec. 23	50 June 18	17 ¹ / ₂ Nov. 22	36 ¹ / ₂ Mar. 22	16 ³ / ₄ Feb. 16	23 Apr. 4
Rome Watertown & Ogdensburg.....	22 Dec. 31	50 ¹ / ₂ June 3	20 Jan. 3	40 July 25	29 June 26	34 Mar. 8
St. Louis Alton & Terre Haute.....	39 Feb. 28	77 ¹ / ₂ May 12	20 ¹ / ₂ Mar. 8	50 Sept. 14	48 Jan. 3	85 June 19
Do do pref.....	85 Dec. 28	143 ³ / ₄ May 25	55 Apr. 20	94 ¹ / ₂ Dec. 15	87 May 14	103 Apr. 11
St. Louis & San Francisco.....	39 Mar. 24	55 June 14	31 Nov. 24	46 ⁷ / ₈ Jan. 25	29 ¹ / ₂ Feb. 28	36 ¹ / ₄ May 31
Do do pref.....	55 Dec. 23	81 ¹ / ₄ June 3	43 Mar. 8	66 ¹ / ₂ Jan. 26	48 Feb. 23	59 ¹ / ₂ June 2
Do do 1st pref.....	90 Feb. 25	115 ¹ / ₂ June 29	79 ³ / ₄ Feb. 24	106 ¹ / ₂ Jan. 17	89 Feb. 28	100 ¹ / ₂ Jan. 11
St. Paul & Duluth.....	26 Feb. 9	42 ¹ / ₂ May 4	26 Feb. 15	42 ³ / ₄ Dec. 15	35 Feb. 15	40 ⁷ / ₈ Jan. 9
Do pref.....	70 Mar. 8	89 ¹ / ₂ May 25	68 Jan. 19	99 ¹ / ₄ Dec. 14	91 Feb. 20	97 ³ / ₄ June 16
St. Paul Minneapolis & Manitoba.....	88 ¹ / ₂ Jan. 7	113 ³ / ₄ Nov. 12	108 ¹ / ₂ Jan. 26	166 ¹ / ₂ Sept. 12	114 ¹ / ₂ May 31	169 ¹ / ₂ Apr. 16
Texas & Pacific.....	41 ¹ / ₂ Jan. 4	73 ⁵ / ₈ June 14	34 Nov. 24	55 July 28	34 ¹ / ₂ May 21	43 Jan. 18
Union Pacific.....	105 ¹ / ₂ Feb. 25	131 ¹ / ₂ July 2	98 ¹ / ₄ Dec. 11	119 ³ / ₄ Jan. 16	91 ¹ / ₄ Feb. 7	104 ³ / ₄ Jan. 18
Wabash St. Louis & Pacific.....	33 ¹ / ₄ Dec. 27	60 June 30	23 ⁵ / ₈ June 10	39 ⁷ / ₈ Aug. 2	25 ¹ / ₂ May 21	36 ¹ / ₄ Jan. 18
Do do pref.....	64 ¹ / ₄ Dec. 27	96 ¹ / ₄ May 16	45 ⁷ / ₈ June 9	71 ⁵ / ₈ Jan. 14	40 ¹ / ₂ May 17	57 ¹ / ₂ Jan. 18
<i>MISCELLANEOUS.</i>						
American District Telegraph.....	31 Dec. 21	74 ¹ / ₄ Feb. 12	31 Jan. 28	60 Feb. 14	30 Jan. 22	47 Mar. 9
Delaware & Hudson Canal.....	89 ⁵ / ₈ Jan. 4	115 ¹ / ₄ Mar. 7	102 ³ / ₄ Mar. 13	119 ³ / ₄ Aug. 15	105 ³ / ₈ Feb. 13	112 ³ / ₈ Apr. 14
New York & Texas Land.....	30 Jan. 15	49 Aug. 2	37 Mar. 17	55 Nov. 15	55 Mar. 13	110 June 14
Oregon Improvement Co.....	.....	.....	.....	.....	78 May 26	91 ¹ / ₂ Mar. 5
Oregon Railway & Navigation Co.....	134 Dec. 31	190 Feb. 21	128 Jan. 31	163 ¹ / ₄ Sept. 25	132 Feb. 20	150 June 14
Pacific Mail.....	39 Dec. 23	62 ¹ / ₄ Feb. 18	32 ³ / ₄ Nov. 24	48 ³ / ₄ July 11	39 Jan. 25	44 ³ / ₄ Apr. 9
Pullman Palace Car.....	120 Dec. 21	151 Jan. 3	117 June 5	145 Jan. 18	117 Feb. 23	134 June 13
Sutro Tunnel.....	7 ⁸ / ₈ Dec. 29	2 ¹ / ₂ Apr. 13	1 ⁸ / ₈ Nov. 27	1 Jan. 3	1 ¹ / ₄ Jan. 3	3 ⁸ / ₈ May 26
Western Union Telegraph.....	77 Apr. 19	94 June 20	76 ¹ / ₈ Mar. 11	9 ³ / ₈ Sept. 15	79 ¹ / ₄ Feb. 5	88 ¹ / ₄ June 14
<i>EXPRESS.</i>						
Adams.....	120 Jan. 5	153 Oct. 12	133 Dec. 13	149 ¹ / ₂ Jan. 10	126 ¹ / ₂ May 5	135 Jan. 5
American.....	62 ⁵ / ₈ Jan. 6	98 Nov. 15	90 Feb. 18	97 ¹ / ₂ Feb. 25	88 Mar. 16	94 ¹ / ₄ June 9
United States.....	51 ¹ / ₂ Jan. 4	79 Nov. 28	62 Nov. 27	80 ¹ / ₄ Jan. 26	55 ¹ / ₂ May 17	65 ¹ / ₂ Jan. 6

YEARLY RANGE IN PRICES OF ACTIVE STOCKS.

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STOCKS.	Year 1881.		Year 1882.		January 1 to July 1, 1883.	
	Lowest.	Highest.	Lowest.	Highest.	Lowest.	Highest.
Wells, Fargo & Co.....	112 Jan. 4	142 June 18	125 Feb. 24	132 Sept. 6	122 Feb. 19	128 June 21
<i>COAL AND MINING.</i>						
Colorado Coal & Iron.....	35 Jan. 3	67 June 7	25 Nov. 20	53 ⁷ / ₈ Mar. 50	28 ¹ / ₄ Feb. 7	39 ³ / ₈ Apr. 16
Consolidation Coal.....	30 Oct. 15	43 Jan. 15	27 ¹ / ₂ Nov. 22	36 ⁷ / ₈ Jan. 16	24 May 18	27 ⁵ / ₈ Jan. 19
Mariposa Land & Mining.....	3 ¹ / ₄ Jan. 4	9 Apr. 22	1 ¹ / ₄ June 6	2 ¹ / ₂ Jan. 25	-----	-----
Maryland Coal.....	17 ³ / ₄ Dec. 23	35 May 27	13 May 2	26 Jan. 20	15 Apr. 13	17 Jan. 15
Pennsylvania Coal.....	240 Apr. 28	254 July 22	240 Jan. 17	245 Jan. 16	270 Feb. 2	280 ¹ / ₄ June 13
Quicksilver Mining.....	12 Dec. 23	21 ¹ / ₄ July 7	8 Oct. 3	14 ¹ / ₄ Jan. 14	7 ¹ / ₂ June 14	9 ¹ / ₂ Mar. 3
Do pref.....	53 Jan. 5	75 ¹ / ₂ July 7	40 Oct. 17	62 ¹ / ₄ Jan. 19	37 ¹ / ₂ Jan. 26	46 ¹ / ₂ Mar. 6
New Central Coal.....	18 Dec. 22	35 ¹ / ₄ Feb. 9	13 ¹ / ₂ May 50	23 Sept. 15	12 ¹ / ₂ Mar. 27	14 Jan. 4
BOSTON.						
Atchison Topeka & Santa Fe.....	92 Dec.	154 ¹ / ₄ Jan.	78 ⁷ / ₈ March.	96 ¹ / ₈ Jan.	78 ¹ / ₂ Feb. 28	86 ¹ / ₄ Jan. 2
Boston & Albany.....	158 Dec.	175 ¹ / ₂ June.	160 April.	175 ¹ / ₂ Nov.	172 ³ / ₄ Jan. 3	184 ¹ / ₄ Apr. 26
Boston & Lowell.....	100 Feb.	115 ¹ / ₄ Aug.	98 Nov.	105 Jan.	89 Feb. 27	102 ¹ / ₂ Jan. 5
Boston & Maine.....	145 ¹ / ₂ Jan.	165 June.	139 ¹ / ₂ March.	158 Sept.	148 ³ / ₄ Jan. 2	167 Apr. 12
Boston & Providence.....	154 Jan.	172 ¹ / ₄ June.	157 June.	166 ¹ / ₂ June.	160 ¹ / ₄ Jan. 3	165 ¹ / ₂ Apr. 10
Central Iowa.....	30 March.	46 May.	27 ³ / ₄ July.	35 ³ / ₈ Jan.	24 Jan. 10	26 Apr. 14
Do 1st pref.....	67 Sept.	85 May	-----	-----	-----	-----
Do 2d pref.....	50 Jan.	70 May.	49 ¹ / ₂ Feb.	50 Aug.	25 May 15	26 Jan. 27
Chicago & West Michigan.....	72 ¹ / ₂ Feb.	96 May.	60 Dec.	82 ¹ / ₂ Jan.	50 May 31	62 Jan. 10
Cincinnati Sandusky & Cleveland.....	18 Jan.	33 ⁷ / ₈ June.	21 March.	30 ¹ / ₂ Oct.	19 May 15	25 Mar. 29
Concord.....	97 Jan.	101 Sept.	97 ¹ / ₂ May.	102 Dec.	100 June 29	102 Jan. 17
Connecticut & Passumpsic.....	84 March.	102 ¹ / ₂ June.	89 May.	95 July.	83 ¹ / ₂ Mar. 19	91 Jan. 4
Connecticut River.....	158 Jan.	170 Oct.	158 Aug.	168 March.	163 Jan. 23	167 ¹ / ₄ May 10
Connotton Valley.....	18 ³ / ₄ Dec.	28 Aug.	3 ³ / ₄ Nov.	19 ¹ / ₄ Jan.	1 ¹ / ₂ Apr. 13	3 ³ / ₄ Jan. 30
Detroit Lansing & Northern.....	65 May.	82 ¹ / ₂ Jan.	70 Oct.	78 Dec.	78 Mar. 16	82 May 2
Do do pref.....	107 May.	118 July.	112 Oct.	117 Jan.	112 Mar. 12	113 Jan. 2
Eastern.....	31 ¹ / ₂ Nov.	55 May.	30 Nov.	49 ¹ / ₄ July.	35 Jan. 2	51 ⁵ / ₈ Mar. 14
Fitchburg.....	132 ¹ / ₂ Dec.	154 July.	124 ¹ / ₂ June.	135 ¹ / ₂ Feb.	112 Jan. 13	127 ¹ / ₂ June 19
Flint & Pere Marquette.....	22 Dec.	39 ⁷ / ₈ July.	16 ¹ / ₂ Nov.	26 March.	21 ⁵ / ₈ Jan. 3	29 ¹ / ₄ June 7
Do pref.....	81 Jan.	106 July.	90 ⁷ / ₈ March.	103 Dec.	97 ³ / ₄ Feb. 21	104 ¹ / ₂ June 11
Fort Smith & Gulf.....	72 Jan.	101 Aug.	69 ¹ / ₂ June.	85 Aug.	75 Mar. 6	82 ¹ / ₄ Jan. 24
Do pref.....	120 March.	137 ¹ / ₂ Aug.	119 Feb.	125 Jan.	118 Apr. 12	124 Feb. 3
Iowa Falls & Sioux City.....	60 Feb.	93 ¹ / ₂ July.	74 ³ / ₄ March.	96 Aug.	80 ¹ / ₄ May 31	89 ¹ / ₂ Jan. 12

YEARLY RANGE IN PRICES OF ACTIVE STOCKS.

STOCKS.	Year 1881.		Year 1882.		January 1 to July 1, 1883.	
	Lowest.	Highest.	Lowest.	Highest.	Lowest.	Highest.
Little Rock & Fort Smith.....	59 Dec.	91½ June.	44 Nov.	70 Jan.	16 June 29	41 Jan. 2
Maine Central.....	36 May.	54 Oct.	38 Jan.	86 Oct.	80 Jan. 8	93 Apr. 13
Marquette Houghton & Ontonagon.....	30 Feb.	81 May.	50 March.	78½ Aug.	44 May 29	85 Jan. 12
Do do pref.....	69 March.	126 May.	110 March.	125¼ July.	100½ June 8	124½ Jan. 13
Massachusetts Central.....	22½ April.	40 July.	2¾ July.	19 Feb.	1½ June 4	4 Jan. 27
Mexican Central.....	106 Oct.	121 Jan.	109 Jan.	123¼ July.	.....	.....
Do new series.....	90 Oct.	111 Jan.	85 Nov.	115 April.	90 May 7	98 Jan. 25
New York & New England.....	51 Jan.	86 June.	43 March.	64 Jan.	30 May 17	52¾ Jan. 9
Northern.....	90 Jan.	115 Sept.	104 Jan.	111¾ Sept.	108½ Jan. 8	112¼ Apr. 30
Norwich & Worcester.....	150 Jan.	162 June.	153 Feb.	160 May.	158 Apr. 6	160 Feb. 8
Ogdensburg & Lake Champlain.....	22 Jan.	56¾ June.	30 Feb.	37 May.	25 Jan. 11	30 Feb. 2
Old Colony.....	124½ Jan.	134 May.	124 Jan.	139 Sept.	131 Mar. 7	144 May 18
Philadelphia Wilmington & Baltimore.....	62 April.	78½ March.	62 Jan.	64 Jan.	62 Feb. 1	64 Apr. 26
Portsmouth Great Falls & Conway.....	20 Jan.	40 May.	25 April.	34½ July.	20 Jan. 3	41½ Mar. 14
Portland Saco & Portsmouth.....	112 Feb.	118 Aug.	110 Sept.	116 April.	111 Apr. 18	113 Feb. 27
Revere Beach & Lynn.....	105 Jan.	126 May.	110 Oct.	127 June.	112½ June 7	116 Jan. 29
Rutland.....	5 Sept.	8½ May.	2½ Nov.	5 Jan.	3 Jan. 12	4 June 22
Do pref.....	24 Nov.	33 May.	17 Nov.	28 Jan.	14 Feb. 5	21 Jan. 23
Summit Brauch.....	10½ Dec.	32¼ Feb.	8 June.	16½ July.	7½ Feb. 10	8 Jan. 18
Toledo Delphos & Burlington.....	8 Dec.	18½ May.	3¾ Dec.	9½ July.	3¾ May 22	5½ Jan. 2
Vermont & Canada.....	12¾ Jan.	20 May.	.....	.....	17½ Feb. 14	22 June 12
Wisconsin Central.....	18¾ Jan.	39 May.	12½ March.	22 Jan.	14½ Jan. 27	25¾ Mar. 8
Do pref.....	38 Jan.	59 May.	25 June.	33 Sept.	25 Feb. 5	33 Mar. 8
Worcester & Nashua.....	59 Nov.	68 June.	55¾ March.	60 Feb.	57 Mar. 20	62 June 27
PHILADELPHIA.						
Buffalo Pittsburg & Western.....	16¾ Feb.	24¾ June.	13¾ June.	22½ Sept.	15¼ Feb. 21	19½ Jan. 20
Buffalo New York & Philadelphia.....	.....	.....	.....	.....	13¾ June 13	17¼ Mar. 12
Camden & Atlantic.....	20½ Sept.	25 Dec.	25 Jan.	35 Feb.	.....	.....
Do pref.....	26 March.	30 Nov.	29½ Jan.	58½ Sept.	.....	.....
Catawissa.....	12 Jan.	24½ May.	16¾ Feb.	25 July.	22 Mar. 13	26 June 29
Do 1st pref.....	50 Feb.	58 June.	52 Jan.	56½ Sept.	54 Jan. 6	60 Apr. 27
Do 2d pref.....	48 Jan.	37 June.	52 June.	57 April.	53 Jan. 5	57 Apr. 13
Huntingdon & Broad Top.....	8 Jan.	16¾ June.	11 April.	18¾ Oct.	14 Feb. 26	17¾ June 9
Do pref.....	12½ Jan.	31 Nov.	22 April.	35 Oct.	27½ Feb. 6	31¾ June 11

YEARLY RANGE IN PRICES OF ACTIVE STOCKS.

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STOCKS.	Year 1881.		Year 1882.		January 1 to July 1, 1883.	
	Lowest.	Highest.	Lowest.	Highest.	Lowest.	Highest.
Lehigh Valley.....	57½ Jan.	61¼ Dec.	58¼ June.	67¾ Sept.	63 Jan. 2	73 June 16
Little Schuylkill.....	51 Jan.	57½ June.	55¼ Jan.	59¾ Dec.	56¾ Jan. 3	60½ Apr. 18
Minehill.....	58¾ Feb.	62½ Sept.	60 Jan.	65 Dec.	61 Jan. 8	64½ Apr. 27
Nesquehoning Valley.....	57 Jan.	59 Feb.	52 Nov.	57½ Jan.	51¼ Mar. 2	54 Jan. 30
Norristown.....	107 Dec.	110½ July.	105¾ March.	111¾ June.	105½ Feb. 20	109 May 11
Northern Central.....	44½ Jan.	57¾ June.	44 June.	58 Dec.	54½ Feb. 19	58½ June 15
North Pennsylvania.....	56 Jan.	61 Aug.	59¾ Jan.	65 June.	64 Jan. 2	69 Apr. 3
Pennsylvania.....	59½ Dec.	70½ April.	53¾ June.	65¼ Sept.	57¾ June 1	64¾ Apr. 16
Philadelphia & Erie.....	19¾ Dec.	29¾ March.	12 June.	23¾ Sept.	18 May 22	21½ an. 20
St. Paul & Duluth.....	25 Nov.	42 May.	28 Feb.	39¾ Dec.	35½ Apr. 5	40¾ an. 10
Do pref.....	70 Jan.	88 May.	70 Feb.	95 Oct.	90 Feb. 26	97 Apr. 16
United Companies of New Jersey.....	180 Jan.	196 July.	183 Jan.	193 Sept.	187½ Jan. 10	193½ June 16
West Jersey.....	32 April.	36 June.	46 June.	48½ May.	49 Jan. 9	50 Jan. 31
Lehigh Navigation Canal.....	37½ Jan.	48¾ Feb.	34¾ June.	45½ Sept.	38½ Feb. 19	45 8 June 8
Schuylkill Navigation pref.....	10½ Jan.	16½ June.	11½ Dec.	15 Sept.	12 Jan. 5	17 June 13
BALTIMORE.						
Atlanta & Charlotte.....	45 Jan.	89 May.	62 Dec.	107½ June.	53 Jan. 12	69 May 18
Baltimore & Ohio.....	183 Jan.	210 May.	190 March.	202 Dec.	198 Mar. 21	205 Apr. 14
Do 1st pref.....	-----	-----	125 Jan.	129 Dec.	121 Jan. 4	130 Feb. 12
Do 2d pref.....	-----	-----	120 Jan.	124 June.	122 Jan. 16	128 June 27
Central Ohio.....	41 Aug.	52 Sept.	44 Feb.	50¼ Dec.	50 Jan. 26	55 Mar. 30
Charlotte Columbia & Augusta.....	46½ June.	65 May.	35 Nov.	74¾ Feb.	28 Jan. 24	37 Apr. 11
Northern Central.....	44½ Jan.	58 June.	44 June.	57¾ Dec.	54½ Jan. 3	58½ June 16
Parkersburg Branch.....	8 Feb.	137½ July.	7 March.	12 April.	8½ Feb. 27	9 Mar. 8
Virginia Midland, 1st pref.....	57 June.	101 Dec.	70 Dec.	150 Feb.	60 Jan. 29	70 June 2
Do 2d pref.....	48 June.	100 Dec.	70 Dec.	150 Feb.	60 Jan. 29	60 Jan. 29
Do common.....	65½ Dec.	70 Dec.	70 Jan.	135 Feb.	-----	-----
Do new.....	-----	-----	40 March.	70 Feb.	-----	-----
Wil. Col. & Aug.....	80 Feb.	100¼ Aug.	91 Dec.	108 June.	82½ Mar. 22	95 June 22
Western Maryland.....	10 Jan.	20 April.	14 Jan.	19 April.	13 Mar. 24	15½ Jan. 12

DIVIDENDS ON RAILROAD STOCKS.

The following tables show the dividends paid for six and a half years past on all railroad stocks (of steam railroads) sold at the Stock Exchanges in New York, Boston, Philadelphia and Baltimore. Stocks which have been merged or consolidated, and have no longer a separate existence, are not included. Dividends actually paid form the basis of a year's total. Those declared in one year and paid in another appear in the latter year.

Name of Company.	Dividend Periods.	1877.	1878.	1879.	1880.	1881.	1882.	Half Year 1883.
NEW YORK.								
Albany & Susquehanna (leased)	Jan. and July.	7	7	7	7	7	7	3½
Belleville & So. Ill. (leased), pref.	April and Oct.	68 ₁₀₀	62 ₁₀₀	1·05	4½	4½	5½	3¾
Boston & N. Y. Air Line, pref.	.....	.....	.....	.....	.....	2	2	2
Canada Southern.....	Feb. and Aug.	.....	.....	.....	.....	2½ (a)	.....	.....
Central Pacific.....	Feb. and Aug.	8	.....	.....	6	6	6	3
Chicago & Alton.....	Mar. and Sept.	7½	7	6	6½	8	8	4
Do pref.....	Mar. and Sept.	7½	7	7	7	8	8	4
Chicago & Eastern Illinois.....	.....	.....	.....	.....	.....	.....	3	.....
Chicago & Northwestern.....	June and Dec.	.....	5	5	6	6	7	3½
Do do pref....	Quarterly—Mar.	3½	7	7	7	7	7¾	4
Chicago Milwaukee & St. Paul.	April and Oct.	.....	.....	2½	7	7	7	3½
Do do pref....	April and Oct.	3½	10½	7	7	7	7	3½
Chicago Burlington & Quincy..	Quarterly—Mar.	9	8	8	9¼ (b)	8	8	4
Chic. Rock Island & Pac.....	Quarterly—Feb.	8	8	10	8½ (c)	7	7	3½
Chic. St. P. Minn. & Om., pref..	Quarterly—Jan.	.....	.....	.....	.....	7	7	3½

(a) From full year's earnings for 1880.

(b) And 20 per cent in stock.

(c) And 100 per cent in stock.

154 DIVIDENDS ON RAILROAD STOCKS—NEW YORK, BOSTON, PHILADELPHIA AND BALTIMORE.

Name of Company.	Dividend Periods.	1877.	1878.	1879.	1880.	1881.	1882.	Half Year 1883.
Cincinnati Hamilton & Dayton.	.....	.....	.....	.....	5½	.....	.....	3
Do do pref.	.....	.....	.....	.....	.....	.....	.....	1½
Cincinnati N. O. & Texas Pac.	.....	.....	.....	.....	.....	.....	1½	3
Cinn. Indianap. St. Louis & Chic.	Quarterly—Jan.	.....	.....	.....	.....	6	6	3
Cleve. & Pittsb., guar. (leased).	Quarterly—Mar.	7	7	7	7	7	7	3½
Cleve. Col. Cin. & Indianapolis.	Feb. and Aug.	.....	.....	.....	2½	5 (a)	.....	2
Columbia & Greenville, pref.	.....	.....	.....	.....	.....	6	6	.....
Col. Hoeking Val. & Toledo.	.....	.....	.....	.....	.....	.....	.....	2½
Danbury & Norwalk	.....	3	.....	2	3½	5	5	2½
Delaware & Hudson Canal	Quarterly—Mar.	.....	.....	.....	.....	4½	7	3½
Delaware Lack. & Western.	Quarterly—Jan.	.....	.....	.....	1½	6½	8	4
Denver & Rio Grande	.....	.....	.....	.....	.....	4½	1½	.....
Dubuque & Sioux City (leased).	April and Oct.	3½	5½	4	6½	5½	6	3
Erie & Pittsburg (leased).	Quarterly—Mar.	7	7	7	7	7	7	3½
Evansville & Terre Haute.	May and Nov.	4	5	5	5	5	6	.....
Georgia (leased).	Quarterly—Jan.	6½	6	3	6½	9½ (b)	10½	5
Hannibal & St. Joseph, pref.	Feb. and Aug.	.....	.....	.....	3	7	7	3
Harlem (l'sed) incl. 4th Av. RR.—	.....	.....	.....	.....	.....	.....	.....	.....
Common	Jan. and July.	8 & 2	8 & 3	8 & 3	8 & 3	8 & 3	8 & 2	4 & 2
Preferred.	Jan. and July.	8 & 2	8 & 3	8 & 3	8 & 3	8 & 3	8 & 2	4 & 2
Illinois Central	Mar. and Sept.	4	6	6	6	7	7	4 & 17 stock.
Do Leased line certs.	Jan. and July.	.....	.....	.....	.....	.....	.....	2
Joliet & Chicago (leased).	Quarterly—Jan.	7	7	7	7	7	7	3½
Keokuk & Des M., pref. (leased)	.....	.....	.....	.....	13½	13½	.....	.....
Lake Shore & Mich. Southern.	Quarterly—Feb.	2	3	5½	8	10 (c)	8	4
Long Island	Quarterly—Feb.	.....	.....	.....	.....	.....	1	2
Louisville & Nashville	Feb. and Aug.	1½	3	4	8 (d)	6	3	.....
Manhattan, 1st pref.	.....	.....	.....	.....	.....	.....	6	3
Do 2d pref.	.....	.....	.....	.....	.....	.....	4½	1½
Metropolitan Elevated (leased)	Quarterly—Jan.	.....	.....	.....	10	5	3	.....
Michigan Central.	.....	.....	2	3½	8	6½ (c)	.....	2
Missouri Pacific (new stock)	Quarterly—Jan.	.....	.....	.....	1½	6	6½	3½
Morris & Essex (leased).	Jan. and July.	7	7	7	7	7	7	3½
Nashv. Chattanooga & St. Louis	April and Oct.	1½	2½	3	2	3	1½	.....

(a) From full year's earnings for 1880.
semi-annual to quarterly with May, 1881.

(b) Quarterly dividends were begun with October, 1881.
(d) And 100 per cent in stock.

(c) Dividend periods changed from

DIVIDENDS ON RAILROAD STOCKS—NEW YORK, BOSTON, PHILADELPHIA AND BALTIMORE. 155

Name of Company.	Dividend Periods.	1877.	1878.	1879.	1880.	1881.	1882.	Half Year 1883.
New Loudon Northern (leased).	Quarterly—Jan.	6 $\frac{3}{4}$	6	6	6	6	6	3
New York Central & Hudson	Quarterly—Jan.	8	8	8	8	8	8	4
N. Y. City Elevated (leased)....	Quarterly—Jan.	.....	.....	10	10	10	.....	.....
N. Y. Lack. & West. (guar.).....	Quarterly—Jan.	.....	.....	.....	.....	.....	.....	2 $\frac{1}{2}$
N. Y. Lake Erie & West., pref..	.....	.....	.....	.....	.....	.....	6	6
N. Y. New Haven & Hartford..	Jan. and July.	10	10	10	10	10	10	5
N. Y. Ontario & West., pref.	.....	.....	.....	.....	.....	.....	.....	12 (a)
N. Y. Prov. & Bost. (Stouington)	Quarterly—Feb.	10	10	8	8	8	8	4
Norfolk & Western, pref.....	Quarterly—Mar.	.....	.....	.....	.....	.....	4	.....
Northern Pacific, pref.....	.....	.....	.....	.....	.....	.....	.....	11 $\frac{1}{2}$ certf.
Oregon Improvement Co.....	.....	.....	.....	.....	.....	.....	.....	3 $\frac{1}{2}$
Oregon Railway & Nav. Co.....	Quarterly—Feb.	.....	.....	2	8 (b)	8	8	5
Oswego & Syracuse (leased)....	Feb. and Aug.	9	9	9	9	9	9	4 $\frac{1}{2}$
Oregon & Trans-Continental	Quarterly—Jan.	.....	.....	.....	.....	.....	.....	3
Panama.....	Jan. and July.	12	12	13	16	34 \cdot 26	12 $\frac{1}{2}$	6 $\frac{1}{2}$
Pittsb. Ft. W. & Chic., guar. (l'sed)	Quarterly—Jan.	7	7	7	7	7	7	3 $\frac{1}{2}$
Do do special..	Quarterly—Jan.	7	7	7	7	7	7	3 $\frac{1}{2}$
Rensselaer & Saratoga (leased).	Jan. and July.	8	8	8	8	8	8	4
Richmond & Danville.....	Quarterly—Feb.	.....	.....	.....	.....	5	7	.....
St. L. Alton & T. H. (leased), pref	.....	.....	2	.....	.....	3 \cdot (c)	7	7
St. L. Jack. & Chic. (leased), com.	.....	.....	.....	.....	2	10 $\frac{1}{2}$	11	5
Do do pref.	.....	6	6	7	7	9	8 \cdot 02	5
St. Louis & San Fran., 1st pref.	Feb. and Aug.	.....	.....	.....	.....	7	7	3 $\frac{1}{2}$
St. Paul & Duluth, pref.....	.....	.....	.....	.....	.....	10 stock.	3 $\frac{1}{2}$	3 $\frac{1}{2}$
St. Paul Minneap. & Manitoba.	Quarterly—Feb.	.....	.....	.....	.....	3	9 (d)	4
Terre Haute & Indianapolis....	Feb. and Aug.	6	8	8	8	8	8	4
Union Pacific.....	Quarterly—Jan.	8	5 $\frac{1}{2}$	6	6	6 $\frac{3}{4}$	7	3 $\frac{1}{2}$
Wabash St. Louis & Pac., pref..	Quarterly—Feb.	.....	.....	.....	.....	6	.....	.....
Warren (leased).....	April and Oct.	7	7	7	7	7	7	3 $\frac{1}{2}$
BOSTON.								
Atchison Topeka & Santa Fe..	Quarterly—Feb.	.....	.....	3	8 $\frac{1}{2}$	6 & 50 stock.	6	3
Boston & Albany.....	Quarterly—Jan.	8	8	8	8	8	8	4

(a) Covers two year's dividends.

(b) And 10 per cent in scrip.

(c) 55 per cent accumulated dividends paid in bonds.

(d) Began paying quarterly dividends with Nov. 1, 1882.

156 DIVIDENDS ON RAILROAD STOCKS—NEW YORK, BOSTON, PHILADELPHIA AND BALTIMORE.

Name of Company.	Dividend Periods.	1877.	1878.	1879.	1880.	1881.	1882.	Half Year, 1883.
Boston & Lowell	Jan. and July.	.....	4	2	4	4	4	2½
Boston & Maine	May and Nov.	5	6	6	7½	8	8	4
Boston & Providence	May and Nov.	6	6	6½	8	8	8	4
Boston Revere Beach & Lynn	Jan. and July.	.....	.....	6	6	6	7	3
Boston Concord & Mont., pref.	May and Nov.	6	6	6	6	6	6	3
Cedar Rapids & Mo. (leased)	Quarterly—Feb.	4	4	4	4	5	6	3
Do do pref.	Feb. and Aug.	7	7	7	7	7	7	3½
Cheshire, pref.	Jan. and July.	1	1	1	3	3	3	1½
Chicago Iowa & Neb. (leased) ..	Jan. and July.	10	10	10	10	8	8	4
Chicago & West Michigan .....	.....	.....	.....	.....	.....	2½	2½	3
Cin. Sand. & Cleve., com. ....	.....	.....	.....	.....	.....	.....	12 (a)	.....
Do do pref.	May and Nov.	6	6	6	6	6	6	3
Concord	May and Nov.	10	10	10	10	10	10	5
Connecticut River	Jan. and July.	8	8	8	8	8	8	4
Connecticut & Passumpsic	Feb. and Aug.	.....	3	3	3½	5	6	3
Detroit Lansing & Northern	Feb. and Aug.	.....	.....	.....	6	.....	.....	3
Do do pref.	Feb. and Aug.	.....	.....	9½	7	7	7	3½
Eastern, N. H. (leased)	June and Dec.	.....	.....	8	4½	4½	4½	2½
El River (leased)	Quarterly—Mar.	.....	.....	3¾	3	3.40	4	2
Fitchburg	Jan. and July.	6	7	6	6	7	6	3
Flint & Pere Marquette, pref. ....	.....	.....	.....	.....	.....	2½	6	3½
Iowa Falls & Sioux City (leased) ..	Quarterly—Mar.	.....	4	2	3	5	6½	3½
Iowa Railroad Land Co.	Quarterly—Feb.	2	4	3½	5½	5	4	2
Kans. City Ft. Scott & Gulf .....	.....	.....	.....	.....	.....	.....	2	3
Do do pref.	Feb. and Aug.	.....	.....	.....	3½	8½	8	4
Little Rock & Fort Smith .....	.....	.....	.....	.....	.....	10 stock.	.....	.....
Lowell & Andover (leased)	Jan. and July.	7	7	7	7	7	7	3½
Lowell & Framingham, pref.	June and Dec.	.....	.....	.....	.....	.....	2½	1½
Maine Central .....	.....	.....	.....	.....	.....	.....	2	2½
Manchester & Lawrence	May and Nov.	10	10	10	10	10	10	5
Marq. Houghton & Onton., com. ....	.....	.....	.....	.....	.....	.....	.....	4
Do do pref.	Feb. and Aug.	.....	.....	.....	.....	.....	8	4
Middlesex Central	Feb. and Aug.	6	6	6	6	6	6	3
Nashua & Lowell (leased)	May and Nov.	4	2	6	7	8	8	4
Nashua & Rochester (leased)	April and Oct.	6	6	3	3	3	3	1½

(a) 10 per cent in stock of Col. Springf. & Cinn. and 2 per cent in cash.

DIVIDENDS ON RAILROAD STOCKS—NEW YORK, BOSTON, PHILADELPHIA AND BALTIMORE.
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Name of Company.	Dividend Periods.	1877.	1878.	1879.	1880.	1881.	1882.	Half Year 1883.
Northern (N. H.).....	June and Dec.	5	5	5	6	6	6	3
Norwich & Worcester (leased) ..	Jan. and July.	10	10	10	10	10	10	5
Old Colony.....	Jan. and July.	6	6	-----	6	6	6 ¹ / ₂	3 ¹ / ₂
Pittsfield & No. Adams (leased)	Jan. and July.	5 ¹ / ₂	5	5	5	5	5	2 ¹ / ₂
Portl'nd Saco & Portsm.(leased)	Jan. and July.	6	6	6	6	6	6	3
Providence & Worcester.....	Jan. and July.	4	4	5	6	6	6	3
Rutland (leased), pref.....	-----	-----	-----	-----	-----	1 ¹ / ₂	2	-----
Vermont & Massachus'ts (l'sed)	April and Oct.	5	5 ³ / ₄	6	6	6	6	3
Worcester & Nashua.....	Jan. and July.	-----	-----	-----	-----	3	3	1 ¹ / ₂
PHILADELPHIA.								
Camden & Atlantic.....	-----	2	-----	-----	3 ¹ / ₂ scrip.	-----	3	-----
Do do pref.....	-----	2	-----	3 ¹ / ₂	3 ¹ / ₂ scrip.	3 ¹ / ₂ scrip.	4	-----
Catawissa (leased), pref.....	May and Nov.	7	7	7	7	7	7	3 ¹ / ₂
Do do new pref.....	May and Nov.	7	7	7	7	7	7	3 ¹ / ₂
Delaware & Bound Br'k (leased)	Quarterly—Feb.	-----	-----	3	6	6 ¹ / ₂	7	3 ¹ / ₂
East Pennsylvania (leased).....	Jan. and July.	6	6	6	6	6	6	3
Elmira & Williamsport (leased) ..	May and Nov.	5	5	5	5	5	5	2 ¹ / ₂
Do do pref.....	Jan. and July.	7	7	7	7	7	7	3 ¹ / ₂
Harrisb. Portsm. Mt. J. & L. (l'sed)	Jan. and July.	7	7	7	7	7	7	3 ¹ / ₂
Lehigh Valley.....	Quarterly—Jan.	5 ¹ / ₂	4	4	4	5 ¹ / ₂	6 ¹ / ₂	4
Little Schuylkill (leased).....	Jan. and July.	7	7	7	7	7	7	3 ¹ / ₂
Minehill & Schuyl. Hav. (leas'd)	Jan. and July.	7	7	7	7	7	7	3 ¹ / ₂
Nesquehoning Valley (leased) ..	Mar. and Sept.	10	10	10	7	7	7	3 ¹ / ₂
Northern Central.....	Jan. and July.	-----	-----	-----	-----	5 ¹ / ₂	6	4
North Pennsylvania (leased) ..	Quarterly—Feb.	3 & 3 stock.	4 stock.	3 & 2 stock.	6	6 ¹ / ₂	7	3 ¹ / ₂
Pennsylvania Railroad.....	May and Nov.	3 ¹ / ₂	2	4 ¹ / ₂	7	8	8 ¹ / ₂ (a)	4 (a)
Phila. Germant. & Nor. (leased)	Quarterly—Mar.	12	12	12	12	12	12	6
Philadelphia & Trenton (leas'd)	Quarterly—Jan.	10	10	10	10	10	10	5
Phila. Wilmington & Baltimore	Jan. and July.	8	8	8	8	8	8	4
United Cos. of N. J. (leased).....	Quarterly—Jan.	10	10	10	10	10	10	5
West Jersey.....	-----	6	-----	2	-----	4	3 & 3 scrip.	3 scrip.

(a) Two per cent of this is in scrip, redeemable in cash or convertible into stock.

158 DIVIDENDS ON RAILROAD STOCKS—NEW YORK, BOSTON, PHILADELPHIA AND BALTIMORE.

Name of Company.	Dividend Periods.	1877.	1878.	1879.	1880.	1881.	1882.	Half Year 1883.
BALTIMORE.								
Atlan. & Char. Air Line (leased)	Mar. and Sept.	.....	.....	.....	.....	2½	5	2½
Baltimore & Ohio—Main Stem..	May and Nov.	8	8 stock	4 stock & 4	9	10	10	5
Do. do. 1st pref. stock.	Jan. and July.	6	6	6	6	6	6	3
Do. do. Wash. Branch.	May and Nov.	.....	30 (a)	10	10	10	10	5
Central Ohio com.....	Jan. and July.	3½	4	3¾	6	6½	6	3
Do. do. pref.....	Jan. and July.	6	6	6	6	6	6	3
Wil. Columbia & Augusta	Jan. and July.	.....	.....	.....	.....	.....	6	3
Wilmington & Weldon.....	Jan. and July.	7	3	3	3	3	6	3

(a) 25 per cent of this was on account of five previous dividends withheld during the pendency of certain litigation affecting road.

MONTHLY RAILROAD EARNINGS.

The following tables show the monthly gross earnings of all railroads from which monthly reports have been obtainable. In some cases the reports have been made irregularly and complete returns have never been published, but whenever official statements could be had the figures will be found in these tables.

	Jan.	Feb.	March.	April.	May.	June.	July.	Aug.	Sept.	Oct.	Nov.	Dec.	Total.
Alabama Great Southern—	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$
1880.....(295 m.)..	55,401	51,227	47,829	45,344	44,145	40,821	47,525	53,701	62,541	67,563	61,155	61,669	643,921
1881.....(295 m.)..	58,509	63,546	62,493	53,259	52,304	51,731	57,932	68,187	70,326	80,875	73,257	86,897	789,372
1882.....(295 m.)..	60,575	66,732	63,845	57,005	54,853	51,493	61,011	73,791	77,793	88,674	93,097	94,779	856,724
1883.....(295 m.)..	84,131	81,763	85,822	72,625	77,781	.....	.....	.....	.....	.....	.....	.....	.....
Atchison Topeka & Santa Fe—													
1880.....(1,167 to 1,540 m.)..	481,103	478,331	651,090	696,966	677,863	747,012	657,536	674,229	803,730	932,122	903,728	847,215	8,556,975
1881.....(1,540 to 1,789 m.)..	743,238	558,481	802,303	918,479	1,046,125	1,197,550	1,006,633	1,000,649	1,155,869	1,233,023	1,303,385	1,458,752	12,584,508
1882.....(1,789 to 1,820 m.)..	1,076,790	1,055,903	1,203,073	1,164,335	1,183,732	1,153,479	1,117,003	1,251,663	1,322,113	1,431,226	1,349,312	1,458,640	14,773,305
1883.....(1,820 m.)..	961,255	935,665	1,284,120	1,161,086	1,163,792	.....	.....	.....	.....	.....	.....	.....	.....
Burlington Cedar Rap. & No.—													
1880.....(492 to 564 m.)..	184,316	165,171	188,325	141,852	149,504	153,378	143,432	160,160	179,804	204,991	189,330	193,419	2,053,482
1881.....(564 to 589 m.)..	167,750	124,509	143,551	181,640	165,639	205,912	174,351	209,112	221,801	221,748	202,180	232,812	2,259,036
1882.....(620 to 690 m.)..	252,823	225,639	224,107	178,304	199,273	211,257	193,275	221,923	261,439	300,155	278,429	246,062	2,801,679
1883.....(690 m.)..	197,402	187,001	252,913	218,252	298,672	.....	.....	.....	.....	.....	.....	.....	.....
Central Pacific—													
1880.....(2,361 to 2,586 m.)..	1,200,614	1,070,437	1,373,433	1,353,716	1,778,488	1,724,950	1,810,067	1,973,438	1,964,997	2,120,229	2,199,466	1,905,222	20,508,112
1881.....(2,586 to 2,775 m.)..	1,602,907	1,454,218	1,709,637	1,872,370	2,091,411	2,159,311	8,899,316	2,788,519	2,185,303	2,507,857	2,297,971	2,225,179	24,094,099
1882.....(2,882 to 3,167 m.)..	1,839,469	1,720,615	1,969,737	2,051,637	2,342,238	2,229,105	2,073,643	2,350,557	2,495,445	2,424,529	2,139,459	2,031,319	25,612,757
1883.....(3,199 to 2,972 m.)..	1,717,681	1,465,952	2,024,533	2,050,313	2,099,000	.....	.....	.....	.....	.....	.....	.....	.....
Chesapeake & Ohio—													
1880.....(430 m.)..	202,335	198,681	222,762	221,559	199,443	214,255	233,236	250,110	247,303	211,820	240,795	218,009	2,674,308
1881.....(430 m.)..	162,540	184,389	228,431	227,343	252,235	241,135	255,036	262,858	247,144	231,396	235,585	203,562	2,706,762
1882.....(430 to 512 m.)..	298,746	179,053	215,445	267,451	257,039	271,351	316,737	331,454	332,219	351,310	300,732	253,356	3,331,976
1883.....(512 m.)..	251,970	233,446	337,795	*279,660	*337,922	.....	.....	.....	.....	.....	.....	.....	.....

* Approximate figures.

a May estimated.

RAILROAD EARNINGS.

	Jan.	Feb.	March.	April.	May.	June.	July.	Aug.	Sept.	Oct.	Nov.	Dec.	Total.
Chicago & Alton—	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$
1880..... (840 m.)..	524,054	497,013	626,473	542,961	616,128	617,524	708,906	761,120	767,349	785,199	696,776	543,723	7,687,226
1881..... (840 to 846 m.)..	499,120	474,318	529,915	558,190	548,556	635,860	676,205	769,751	774,790	771,844	672,380	646,812	7,557,741
1882..... (847 m.)..	585,830	517,897	588,701	564,861	559,577	617,250	702,635	856,398	912,092	858,674	749,915	701,066	8,215,495
1883..... (847 m.)..	646,387	557,383	686,605	*584,981	*630,097	.....	.....	.....	.....	.....	.....	.....	.....
Chicago Burlington & Quincy—													
1880..... (1,857 to 2,772 m.)..	1,432,740	1,411,870	1,732,518	1,489,894	1,909,627	1,682,956	1,773,643	1,834,321	1,862,285	1,934,762	1,837,880	1,552,018	20,454,494
1881..... (2,772 to 2,924 m.)..	1,307,948	1,034,821	1,418,149	1,574,371	1,679,456	2,083,802	1,888,358	2,173,945	2,262,981	2,031,001	1,816,133	1,905,490	21,176,455
1882..... (2,924 to 3,229 m.)..	1,658,834	1,457,301	1,566,217	1,530,838	1,505,262	1,437,164	1,625,006	2,086,858	2,186,400	2,270,444	2,199,421	2,027,060	21,550,805
1883..... (3,229 m.)..	1,625,680	1,611,021	2,396,584	1,824,150	1,885,077	.....	.....	.....	.....	.....	.....	.....	.....
Chicago & Eastern Illinois—													
1880..... (152 to 220 m.)..	72,466	83,265	88,278	83,689	111,800	93,234	114,129	131,777	131,904	130,891	128,597	128,981	1,299,001
1881..... (220 to 230 m.)..	125,456	117,119	121,637	134,070	117,296	144,879	125,139	156,497	150,915	156,557	137,473	153,113	1,640,451
1882*..... (230 to 240 m.)..	145,464	127,212	136,421	123,841	143,779	132,615	150,739	167,627	172,777	169,579	162,008	135,782	1,770,884
1883*..... (240 m.)..	139,941	113,391	139,986	123,037	127,511	.....	.....	.....	.....	.....	.....	.....	.....
Chicago Milwaukee & St. Paul—													
1880..... (2,256 to 3,775 m.)..	764,298	738,749	900,678	871,041	1,134,745	1,037,958	1,026,709	991,297	1,257,678	1,493,621	1,472,038	1,397,309	13,086,118
1881..... (3,775 to 3,951 m.)..	990,848	682,718	916,989	1,259,945	1,538,491	1,729,812	1,568,708	1,678,367	1,644,670	1,597,053	1,569,598	1,854,269	17,025,461
1882..... (4,104 to 4,455 m.)..	1,434,537	1,376,871	1,561,386	1,517,569	1,627,933	1,619,431	1,464,927	1,545,198	1,950,710	2,250,975	2,072,973	1,964,709	20,386,725
1883*..... (4,455 to 4,528 m.)..	1,359,000	1,258,000	2,044,000	1,972,000	2,031,000	.....	.....	.....	.....	.....	.....	.....	.....
Chicago & Northwestern—													
1880..... (2,293 to 2,764 m.)..	1,154,632	1,131,683	1,361,725	1,294,573	1,875,608	1,671,177	1,609,686	1,767,939	2,020,245	2,105,217	1,855,622	1,477,902	19,416,008
1881..... (2,778 to 3,018 m.)..	1,240,667	963,205	1,178,796	1,474,612	1,879,006	2,306,440	1,983,031	2,315,164	2,292,676	2,341,097	2,019,037	1,853,476	21,849,207
1882..... (3,100 to 3,476 m.)..	1,644,936	1,474,176	1,672,931	1,663,741	2,110,947	2,043,516	2,059,932	2,211,622	2,553,041	2,601,445	2,109,432	1,826,029	23,977,668
1883 b..... (3,580 m.)..	1,357,622	1,311,395	2,095,292	1,742,900	2,122,698	.....	.....	.....	.....	.....	.....	.....	.....
Chic. St. Paul Minn. & Omaha—													
1880..... (682 to 946 m.)..	193,827	173,078	259,783	259,208	232,146	218,093	236,995	251,013	300,833	342,052	342,894	312,173	3,122,095
1881..... (946 to 985 m.)..	257,785	158,595	251,649	261,211	350,125	404,562	383,202	376,897	373,370	379,029	392,921	432,615	4,021,961
1882*..... (1,003 to 1,147 m.)..	327,400	331,200	413,200	377,288	402,882	363,109	331,480	394,555	482,997	546,671	517,595	375,796	4,973,052
1883..... (1,150 m.)..	312,017	282,256	433,520	*419,535	*446,746	.....	.....	.....	.....	.....	.....	.....	.....
Denver & Rio Grande—													
1880..... (337 to 551 m.)..	124,759	126,922	160,883	164,883	193,925	295,456	373,132	400,133	406,583	473,633	408,562	349,196	3,478,067
1881..... (551 to 1,062 m.)..	307,476	317,683	398,493	433,111	514,767	581,229	548,284	606,193	629,643	665,687	566,829	681,385	6,244,780
1882..... (1,066 to 1,160 m.)..	516,128	395,293	516,316	550,220	593,922	545,444	523,165	578,443	599,191	642,213	495,769	448,816	6,404,080
1883*..... (1,160 to 1,281 m.)..	7418,300	7433,600	7521,600	7573,700	7549,900	.....	.....	.....	.....	.....	.....	.....	.....
Des Moines & Fort Dodge—													
1882..... (87 to 138 m.)..	32,825	32,072	35,375	25,617	24,790	21,380	23,567	28,242	31,293	31,595	32,002	23,410	347,168
1883..... (138 m.)..	20,018	21,573	28,920	23,183	20,044	.....	.....	.....	.....	.....	.....	.....	.....
East Tenn. Va. & Ga.—													
1881..... (900 m.)..	.....	.....	.....	.....	.....	.....	236,156	266,298	302,714	312,422	312,683	305,314	.....
1882..... (902 m.)..	254,602	231,761	248,476	220,380	240,676	210,995	243,525	289,287	320,358	386,216	360,736	341,342	3,351,357
1883..... (902 to 1,100 m.)..	323,241	312,522	339,151	273,322	*278,837	.....	.....	.....	.....	.....	.....	.....	.....

* Approximate figures. a Embracing correct'ns found necessary after monthly totals had been published. † Not incl. constr'n material b Apr. and May estimated.

RAILROAD EARNINGS.

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	Jan.	Feb.	March.	April.	May.	June.	July.	Aug.	Sept.	Oct.	Nov.	Dec.	Total.
Flint & Pere Marquette—	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$
1880.....(293 to 318 m.)..	110,277	118,862	146,523	130,512	115,942	120,685	114,878	129,571	146,952	161,140	152,082	148,924	1,599,348
1881.....(318 m.)..	131,503	119,681	158,161	171,400	162,520	160,058	137,514	152,951	153,482	166,380	172,669	170,815	1,856,534
1882.....(318 to 345 m.)..	167,548	163,883	195,814	188,569	175,113	160,240	148,503	166,157	187,446	199,067	203,442	206,170	2,161,952
1883*.....(345 to 355 m.)..	190,554	165,150	231,034	235,935	229,664	.....	.....	.....	.....	.....	.....	.....	...
Hannibal & St. Joseph—													
1880.....(292 m.)..	176,079	166,966	216,061	206,735	191,317	179,396	224,312	238,081	233,448	242,214	207,147	279,635	2,561,391
1881.....(292 m.)..	154,401	122,874	176,356	190,812	172,950	190,740	201,899	210,241	215,102	231,913	195,907	191,336	2,257,230
1882.....(292 m.)..	133,232	160,322	170,106	158,112	165,630	155,157	162,240	262,200	247,363	246,191	273,410	255,634	2,419,600
1883*.....(292 m.)..	182,688	177,765	243,179	203,611	*194,394	.....	.....	.....	.....	.....	.....	.....	.....
Illinois Central—													
1880.....(1,275 to 1,321 m.)..	595,212	613,806	613,008	535,732	665,120	681,736	724,095	732,755	806,837	880,211	783,120	873,182	8,304,814
1881.....(1,321 m.)..	631,281	524,499	557,789	662,493	673,259	903,887	720,004	868,407	828,847	815,238	737,218	763,475	8,586,307
1882.....(1,321 m.)..	746,744	697,274	686,228	640,014	661,707	652,345	756,834	847,376	845,263	879,080	759,804	729,643	8,905,312
1883*.....(1,321 to 1,330 m.)..	677,545	789,448	760,737	595,682	*70,483	.....	.....	.....	.....	.....	.....	.....	.....
Indiana Bloom. & Western—													
1881.....(544 m.)..	185,650	165,326	192,085	203,677	200,064	199,846	199,125	272,114	247,932	228,677	200,451	192,622	2,487,569
1882.....(544 to 684 m.)..	201,883	189,652	201,423	220,616	180,477	192,317	215,977	292,177	283,253	281,140	264,735	208,577	2,740,227
1883*.....(684 m.)..	248,142	302,931	268,801	215,913	234,151	.....	.....	.....	.....	.....	.....	.....	.....
International & Gt. Northern—													
1880.....(529 to 571 m.)..	159,543	140,214	115,595	110,318	95,676	96,206	113,254	147,586	191,921	275,330	254,597	253,354	1,953,594
1881.....(571 to 731 m.)..	172,470	216,127	229,944	187,290	170,639	*172,001	*196,062	*253,499	*277,295	*308,323	*303,006	*306,159	2,816,109
1882.....(731 to 775 m.)..	235,223	210,784	266,666	251,390	262,111	237,294	196,856	268,385	350,835	411,407	371,379	377,821	3,443,051
1883.....(775 to 845 m.)..	342,138	293,546	321,129	273,294	266,412	.....	.....	.....	.....	.....	.....	.....	.....
Lake Erie & Western—													
1880.....(362 to 385 m.)..	89,209	98,613	83,664	83,127	89,663	130,284	123,143	127,998	113,241	175,884	100,960	116,082	1,331,868
1881.....(385 m.)..	107,623	86,980	103,958	196,398	102,605	144,904	124,459	167,164	124,280	118,594	108,370	108,118	1,495,453
1882.....(385 m.)..	126,703	100,069	99,168	110,056	124,670	112,363	*105,566	*169,715	*152,196	*133,698	*133,297	*124,475	1,492,276
1883*.....(385 m.)..	131,696	108,067	125,107	87,722	98,981	.....	.....	.....	.....	.....	.....	.....	.....
Louisville & Nashville—													
1880.....(1,107 to 1,840 m.)..	674,455	575,035	*612,593	563,883	655,014	976,230	772,537	827,089	931,911	1,000,326	953,086	949,185	9,491,844
1881.....(1,840 to 2,074 m.)..	816,960	805,124	917,760	850,832	828,726	1,227,885	817,135	876,192	951,566	1,002,950	1,063,223	1,153,779	11,344,362
1882.....(2,074 to 2,371 m.)..	964,527	960,315	1,068,834	953,603	958,130	1,215,490	1,063,765	1,043,912	1,114,513	1,215,932	1,200,902	1,221,509	12,951,432
1883 b.....(2,028 to 2,371 m.)..	118,735	1,014,807	1,141,337	947,450	1,055,000	.....	.....	.....	.....	.....	.....	.....	.....
Milwaukee Lake S. & West—													
1881.....(250 to 276 m.)..	39,078	31,332	36,755	46,848	48,669	52,202	52,065	59,931	63,996	73,397	64,654	66,682	635,659
1882.....(276 to 306 m.)..	66,271	65,437	77,696	70,009	67,610	75,512	73,156	75,170	85,585	86,708	80,905	82,256	903,319
1883*.....(306 to 328 m.)..	65,381	64,593	79,086	84,185	84,805	.....	.....	.....	.....	.....	.....	.....	.....
Missouri Kansas & Texas—													
1881.....(880 to 1,100 m.)..	330,510	337,564	433,343	393,445	393,745	406,606	484,576	514,165	549,332	562,184	533,956	487,820	5,427,256
1882.....(1,100 to 1,296 m.)..	400,165	394,672	472,048	444,204	480,331	455,904	482,334	625,423	618,701	687,703	694,169	665,860	6,421,517
1883.....(1,296 to 1,308 m.)..	554,049	484,424	634,901	512,042	575,685	.....	.....	.....	.....	.....	.....	.....	.....

* Approximate figures.

b May figures are approximate.

RAILROAD EARNINGS.

	Jan.	Feb.	March.	April.	May.	June.	July.	Aug.	Sept.	Oct.	Nov.	Dec.	Total.
Missouri Pacific—	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$
1881.....(700 to 795 m.)..	388,681	395,413	513,982	537,561	589,476	607,998	568,507	659,576	625,133	633,839	550,569	602,446	6,673,294
1882.....(795 to 979 m.)..	552,675	469,043	556,120	541,142	560,907	535,688	734,008	908,738	801,416	860,525	781,258	736,669	8,038,194
1883.....(979 to 1,025 m.)..	732,541	620,988	857,832	605,273	719,501	.....	.....	.....	.....	.....	.....	.....	.....
Mobile & Ohio—													
1881.....(506 m.)..	224,346	216,767	230,916	163,550	145,833	156,517	135,548	160,789	210,262	256,924	262,986	258,812	2,403,220
1882.....(528 m.)..	159,676	158,590	148,167	141,957	134,378	136,184	135,174	137,475	157,875	267,433	301,054	306,482	2,184,445
1883.....(528 m.)..	215,971	168,004	184,603	128,867	*143,294	.....	.....	.....	.....	.....	.....	.....	.....
Nashville Chatt. & St. Louis—													
1881.....(508 to 539 m.)..	189,479	203,102	220,823	195,655	177,209	166,090	166,203	185,320	196,038	188,985	169,033	187,679	2,246,216
1882.....(539 to 550 m.)..	170,753	174,974	177,336	167,393	154,163	134,909	186,495	189,787	190,196	201,712	202,668	210,676	2,161,062
1883.....(550 m.)..	197,388	195,262	206,164	161,435	171,079	.....	.....	.....	.....	.....	.....	.....	.....
New York Lake Erie & West—													
1880.....(928 to 1,009 m.)..	1,296,381	1,252,218	1,644,958	1,643,151	1,592,544	1,661,812	1,580,976	1,606,873	1,786,417	1,899,910	1,797,338	1,726,788	19,489,366
1881.....(1,009 to 1,020 m.)..	1,443,437	1,425,765	1,847,261	1,709,057	1,776,891	1,794,982	1,787,081	1,772,895	1,734,200	1,814,866	1,715,469	1,571,208	20,393,112
1882.....(1,020 to 1,060 m.)..	1,318,997	1,304,758	1,567,633	1,670,743	.....	.....	.....	.....	.....	1,819,010	1,818,824	1,691,404	.....
1883.....(1,060 m.)..	1,524,869	1,283,616	1,696,969	1,548,474	.....	.....	.....	.....	.....	.....	.....	.....	.....
New York & New England—													
1880.....(284 to 316 m.)..	164,231	149,908	183,845	179,689	183,700	219,891	205,056	249,885	235,642	215,491	210,856	198,108	2,396,302
1881.....(316 to 394 m.)..	189,749	173,614	212,019	216,913	217,185	231,518	246,820	280,524	299,573	261,200	240,764	240,064	2,809,943
1882.....(394 m.)..	213,840	217,261	265,222	261,044	289,732	285,392	298,441	346,490	383,347	*310,145	*276,183	*261,082	3,408,169
1883*.....(394 m.)..	258,266	231,741	284,868	268,853	290,951	.....	.....	.....	.....	.....	.....	.....	.....
Norfolk & West.—(At. Miss. & O.)—													
1880.....(428 m.)..	156,870	101,954	175,420	143,099	131,407	133,764	145,585	179,947	209,446	235,910	209,040	181,746	2,064,194
1881.....(428 m.)..	164,917	153,633	195,650	174,438	149,603	156,889	173,374	196,122	221,438	246,530	228,995	205,699	2,267,288
1882.....(428 m.)..	168,572	149,659	174,769	171,793	185,322	174,843	191,535	222,160	232,774	272,318	261,235	224,758	2,429,738
1883.....(428 to 458 m.)..	200,487	191,344	217,334	190,996	*194,261	.....	.....	.....	.....	.....	.....	.....	.....
Northern Central—													
1881.....(322 m.)..	386,156	382,657	452,906	487,273	465,583	487,287	440,811	498,008	429,565	449,664	487,160	476,623	5,443,698
1882.....(322 m.)..	407,368	413,551	414,789	420,490	465,694	482,762	509,653	667,488	592,435	550,225	**526,685	**490,003	5,800,176
1883.....(322 m.)..	499,252	486,865	506,865	476,335	499,133	.....	.....	.....	.....	.....	.....	.....	.....
Northern Pacific—													
1880.....(722 m.)..	81,390	77,259	119,358	186,074	217,613	253,105	247,020	228,777	339,217	358,456	300,822	220,993	2,530,084
1881.....(722 to 972 m.)..	116,508	75,803	162,984	216,210	312,705	412,024	393,252	434,085	506,032	570,724	475,611	391,286	4,070,224
1882.....(972 to 1,419 m.)..	245,369	268,935	373,141	451,023	616,231	704,617	694,067	727,215	772,838	829,831	769,994	530,453	6,983,714
1883.....(1,535 to 1,701 m.)..	358,985	328,158	563,903	660,412	*775,600	.....	.....	.....	.....	.....	.....	.....	.....
Pennsylvania (All lines east of Pittsburgh & Erie)—													
1880.....(+1,806 to 1,820 m.)..	3,083,551	2,944,576	3,278,186	3,488,366	3,417,916	3,221,476	3,449,644	3,723,355	3,647,543	3,882,714	3,574,919	3,547,828	41,260,068
1881.....(+1,844 to 1,887 m.)..	3,189,215	3,095,614	3,443,304	3,760,372	3,556,897	3,807,437	3,780,418	3,809,978	3,735,006	3,072,971	3,840,215	3,731,751	44,124,173
1882.....(+1,887 to 1,981 m.)..	3,973,321	3,306,750	3,912,293	3,855,850	4,108,877	4,093,756	4,149,150	4,671,179	4,417,602	4,600,054	4,373,825	4,157,169	49,079,626
1883.....(+1,981 m.)..	3,929,357	3,712,215	4,189,380	4,061,750	4,303,006	.....	.....	.....	.....	.....	.....	.....	.....

* Approximate figures.

† And 66 miles of canal.

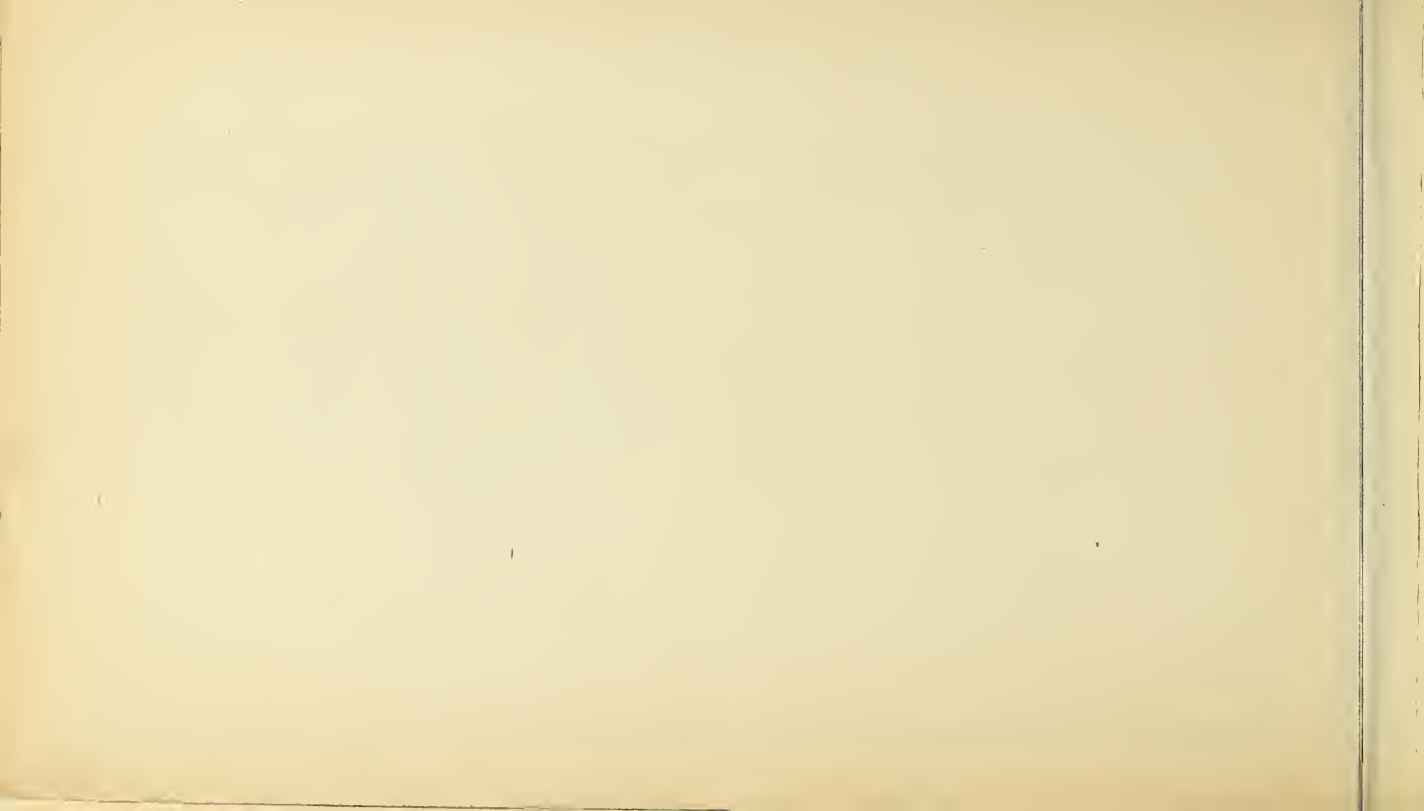
** Not including Union Railroad.

RAILROAD EARNINGS.

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	Jan.	Feb.	March.	April.	May.	June.	July.	Aug.	Sept.	Oct.	Nov.	Dec.	Total.
Philadelphia & Reading—	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$
1880.....(846 m.)..	1,316,089	1,085,162	1,429,389	1,496,330	1,457,881	1,398,536	1,282,835	1,531,813	2,089,256	1,746,299	2,164,226	1,354,081	18,431,847
1881.....(846 m.)..	1,319,133	1,336,428	1,600,568	1,484,864	1,688,902	1,707,295	1,835,725	2,000,986	1,945,874	1,989,948	2,015,586	1,850,889	20,776,101
1882.....(846 m.)..	1,503,075	1,290,421	1,610,089	1,709,712	1,703,469	1,714,730	2,026,459	1,975,993	2,019,017	2,229,513	2,256,749	1,795,371	21,834,598
1883.....(846 m.)..	1,608,775	1,453,862	1,669,241	1,726,616	1,696,877	.....	.....	.....	.....	.....	.....	.....	.....
St. L. Alt. & T. H. Main Line—													
1880.....(195 m.)..	96,922	108,988	113,518	108,434	95,847	105,837	138,153	150,727	136,706	143,881	116,605	101,950	1,417,662
1881.....(195 m.)..	104,577	101,826	132,572	133,337	121,937	121,996	118,844	125,592	129,984	131,617	105,506	96,935	1,424,803
1882.....(195 m.)..	107,227	102,153	101,747	97,965	102,923	99,083	130,986	166,637	154,917	162,993	155,334	124,621	1,506,586
1883*.....(195 m.)..	123,454	115,471	126,024	103,045	101,480	.....	.....	.....	.....	.....	.....	.....	.....
St. L. Alton & T. H. Branches—													
1880.....(71 to 121 m.)..	56,218	54,750	55,476	47,028	52,082	44,970	52,924	66,032	67,589	77,982	72,074	82,553	729,078
1881.....(121 m.)..	71,148	64,186	68,565	64,110	50,240	50,132	46,549	63,588	66,384	72,641	64,289	74,192	756,024
1882.....(121 m.)..	66,950	56,092	75,862	67,436	70,947	52,948	73,641	88,327	83,735	91,350	72,817	75,355	875,480
1883*.....(121 m.)..	70,160	62,246	78,738	57,760	59,627	.....	.....	.....	.....	.....	.....	.....	.....
St. Louis Iron Mt. & Southern—													
1880.....(686 m.)..	555,983	490,195	451,560	408,241	349,053	363,454	432,655	565,869	708,325	688,365	632,052	656,951	6,265,597
1881.....(686 to 718 m.)..	570,957	560,791	704,002	546,302	479,075	474,302	533,512	644,386	708,325	*719,239	*687,280	*709,498	7,337,069
1882.....(718 to 816 m.)..	516,370	501,127	585,008	579,978	519,120	529,700	515,519	675,981	724,160	809,394	843,973	781,305	7,581,635
1883*.....(816 m.)..	665,258	522,781	632,228	544,786	558,788	.....	.....	.....	.....	.....	.....	.....	.....
St. Louis & San Francisco—													
1880.....(492 to 597 m.)..	193,091	195,948	193,146	176,164	167,664	173,607	213,297	259,995	280,873	328,194	290,329	226,063	2,698,371
1881.....(597 to 661 m.)..	208,547	178,599	269,963	269,507	274,086	263,589	252,889	281,862	278,653	316,106	276,556	300,166	3,160,524
1882.....(661 to 725 m.)..	254,040	240,139	271,323	234,496	252,960	238,721	330,914	394,907	339,504	369,006	333,026	313,205	3,572,241
1883*.....(725 m.)..	278,321	236,278	351,689	274,011	296,756	.....	.....	.....	.....	.....	.....	.....	.....
St. Paul Minn. & Manitoba—													
1880.....(656 to 855 m.)..	180,239	137,645	261,797	333,014	281,899	243,407	272,089	232,579	274,188	345,057	300,673	297,640	3,160,229
1881.....(855 m.)..	254,187	159,482	320,362	425,685	382,642	405,321	387,488	414,954	485,736	605,708	508,530	528,243	4,878,958
1882.....(912 to 1,020 m.)..	395,461	418,358	531,004	570,890	858,903	856,417	853,296	801,759	832,776	979,057	913,334	753,516	8,764,771
1883.....(1,250 m.)..	489,763	389,612	729,813	812,017	727,499	.....	.....	.....	.....	.....	.....	.....	.....
Texas & Pacific—													
1880.....(444 to 700 m.)..	245,785	219,165	215,070	174,177	141,093	153,066	195,711	226,073	266,570	303,666	312,184	301,858	2,754,408
1881.....(700 to 982 m.)..	281,176	260,781	319,928	295,066	281,783	285,305	328,063	381,331	345,790	419,203	369,521	401,058	3,969,005
1882.....(982 to 1,387 m.)..	323,987	278,535	343,442	368,752	421,219	384,712	367,215	439,918	470,613	541,901	619,655	641,044	4,514,310
1883.....(1,389 m.)..	534,529	416,040	526,901	406,180	496,678	.....	.....	.....	.....	.....	.....	.....	.....
Wabash St. Louis & Pacific—													
1880.....(1,558 to 2,479 m.)..	776,790	759,451	978,629	892,025	948,773	953,468	1,066,742	1,189,478	1,178,950	1,501,203	1,131,787	1,050,816	12,428,112
1881.....(2,479 to 3,350 m.)..	865,339	813,374	1,109,399	967,033	1,148,669	1,330,944	1,120,615	1,542,124	1,497,246	1,406,029	1,372,360	1,294,657	14,467,789
1882.....(3,350 to 3,518 m.)..	1,229,965	1,134,788	1,313,775	1,378,194	1,204,864	1,149,682	1,418,837	1,772,544	1,682,382	1,595,630	1,525,715	1,331,952	16,738,358
1883*.....(3,518 m.)..	1,307,783	1,070,758	1,479,238	1,213,946

* Approximate figures.









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